

**No.1**  
ROAD TRANSPORT  
HISTORY  
MAGAZINE

» Rally  
Diary

» Model  
Roadscene

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Scene

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www.chippingsteamfair.co.uk

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Herts Steam Club Ltd. www.hertssteam.co.uk

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**T**he rally season is off and running now. I haven't made it to any events yet myself for various reasons, but our Rally Diary page shows plenty of places to go and enjoy a day out with classic vehicles in the next few weeks.

Of course, nice shiny restored lorries lined up at a rally is not how we remember them, but it's the best we are going to get, apart from all the pictures in Vintage Roadscene, which are what this is all about – our memories.

A couple of things have happened lately, which have taken me back to my home town and brought back a lot of memories for me. There is also the letter from David Hall of Vintage Lorry Funerals, showing that he and I have more in common than we might have ever imagined, although our paths never crossed at the time.

I'm sure many of you feel the same as I do, that we should have taken pictures at the time but, apart from special events and holidays, it didn't usually cross our minds to record what we were doing or what was going on around us – it would all be there again tomorrow, so why bother? Well, now we know why we should have bothered, and thank goodness there were some people out there who took pictures, usually for some specific purpose, such as for a newspaper, magazine, advertising

and so on, not just to record what was going on for us to enjoy in years to come. But that's just what we are doing, and the more the merrier.

Next month, we have an article, which follows on nicely from this month's Scenes Past, which is based on the writer's memories of his family's removals company – and the pictures they took of their vehicles over the years – so you see what I'm getting at.

Also in next month's issue, Allan Bedford moves on to the Royal Arsenal Co-operative Society's goods vehicles. Many of the wonderful pictures with the article come from the National Co-operative Archive in Manchester. We must be grateful that this archive has been maintained by the Co-op organisation and that Allan has been able to access it for us to enjoy the pictures.

Last month, Ray Newcomb provided lots of pictures of Humber Warehousing vehicles, which must have brought back memories for many transport enthusiasts in many parts of the country.

We all ought to look through our own records, photo albums and so on, to see what we have that could bring back memories and be enjoyed by other enthusiasts, and also perhaps approach our ex-employers and other organisations, to see if they have any photographic records, which we could use to

bring back all those memories.

The picture on this page reminds us that there are few transport jobs left these days which actually involve drivers and others actually lifting and carrying goods. In the past, having started in the early hours, driven for miles, usually with minimal comfort, drivers then had to unload their vehicles, before heading on somewhere else to re-load, sheet and rope and do it all again. Unless the job was really long-distance, there was probably more lifting and carrying than sitting behind the wheel in a driver's day's work.

Times might have changed, but the memories remain, perhaps better viewed through those rose-tinted spectacles, but let's enjoy looking back...

## ON THE COVER...



A 'Line-up of Lutons', the early post-war removals fleet of Bonds of Chelmsford offering an interesting selection of vehicles. From the left, they are a wartime Austin K4, KPU 388 (Essex, early 1946) – possibly an ex-War Department chassis – a post-war Austin K4, LHK 60 (Essex, late 1946), a Bedford M Type, FGY 694 (London, 1938). (CHC abe916)

**Below:** Here we have a picture from the rear of the Austin K4, LHK 60, from the Bonds of Chelmsford fleet, showing the vehicle – or rather the crew – in action. They are loading or unloading somebody's bedroom suite, making the job look easy, although we all know it wasn't. Only one cloth cab between the four of them, but was there room for them all to travel in the cab together? (CHC abe 056)



# AUSTIN 60FT TURNTABLE LADDERS



**Above:** This restored example, pictured at Newark in 2015, served at Worthing, Sussex in the post-war era, and was one of the last of the type in service when withdrawn in 1971. A maker's plate on the ladder denoted that the steelwork was supplied by Dorman Long of Middlesbrough.

*Ron Henderson looks at the last of the standard fire appliances to be introduced during World War II.*

In 1938, the year before the onset of World War II, it became clear to the government that this war would be different from World War I, as technology now allowed for aircraft to travel much greater distances with bigger payloads. Britain was more prone to bombing raids from enemy aircraft and, to this end, the government embarked on a huge building programme, to equip the country's civil defence and emergency services with new equipment, including suitable vehicles built to standard patterns.

Among the thousands of pumps ordered for the fire service, there were also several orders for 100ft turntable ladders mounted on Leyland and Dennis chassis, for allocation to the country's larger cities and towns.

The notion of a smaller turntable ladder was first mooted in April 1938, by Mr T Breaks, the Home Office Senior Fire Brigades Inspector, who thought there was a requirement for a design of turntable ladder, which would avoid the very complex power mechanism of the 100ft ladders. However, it was not until 1942 that any progress was made. The Home Office, in collaboration with Messrs Merryweathers, ultimately developed an appliance of this kind,



**Above:** The prototype war time 60 ft turntable ladder featured ladders made of wood with steel trussing and had a more rounded crew compartment. The 50 production units had steel ladders. The prototype did not enter service with any of the post-war local authority fire brigades.

commencing with a prototype, on which a 60 ft wooden ladder with steel trussing was fitted.

An order for 50 units was placed, for delivery commencing in 1942, at a cost of £1,680 each, which was one third of the cost of the 100 ft

mechanically-operated ladders. Designed particularly to serve requirements in towns with only moderately high buildings, the chassis selected was the Austin K4, adapted to carry the 60 ft Merryweather turntable ladder,

A side profile of the 25th Hand Turntable Escape (HTE 25), pictured at Merryweathers' usual photographic site on Blackheath Common. This one served at Kings Lynn after the war and has survived into preservation.



but now of all steel construction.

The chassis retained the Austin two-man cab and, as was usual with most of the other wartime standard fire engines, the remainder of the crew was accommodated in a rearward-facing open shelter, behind the standard lorry cab. All controls for the ladder were hand-operated. Three to four men were required to operate the ladder's manual controls but, to simplify the operations, the Home Office, together with the engineers of the National Fire Service's London regional workshops, later developed a mechanical power unit for extending the ladder.

This consisted of a power take-off operated winch, mounted at the rear end of the chassis frame which, when connected to the ladder, allowed it to extend. The conversion also provided the first instance when hydraulic couplings operated by a PTO from the vehicle's propelling engine were used. The versatility of the machine was later improved upon with



**Above:** This Somerset Fire Brigade HTE, operating from Yeovil fire station, was in service until 1971 and was another that had a lengthy operational life. The stowage for the spare wheel was on the top of the ladder turret.



**Left:** This preserved example, built in 1944, is fitted with a front-mounted Barton pump and was one of three examples that operated in the West Riding of Yorkshire Fire Services fleet during the early post-war era. Having originally operated at Letchworth, Hertfordshire, after its Yorkshire service, it spent some time with the sweet manufacturers, Rowntrees works fire brigade at York.

the addition of an American-made Barton 300 gallons per minute pump, mounted in front of the radiator and driven directly from the crankshaft.

These units were some of the last of the wartime standard fire engines and, following the end of World War II, the 50 turntable ladders were handed over to the re-formed county borough and newly-established county fire authorities, whereupon the austerity wartime grey livery was replaced by traditional fire engine red.

The vehicles were distributed the length and breadth of the country, with all but three of them, at Barnsley, Glasgow and Great Yarmouth, being allocated to county fire authorities, where there were only moderately



**Above:** This unique HCB-Angus Bedford TK conversion, dating from 1965, was adapted from a standard water tender, with a small water tank and minus the rear pump. In its place was fitted a former Austin-mounted HTE. It operated from Devon County Fire Brigade's Ilfracombe fire station.



**Above:** The notion of small turntable ladders was not perpetuated by UK fire authorities but, in 1948, Trinidad and Tobago opted to buy a Merryweather 60 ft hand operated turntable ladder of the wartime pattern. There were some subtle differences though; this one had no crew cab and was based on a Bedford chassis.

high buildings, as proposed in the original design requirements.

Many of the machines lasted in service for over 20 years and, when due for replacement, there were no more new 60 ft ladders to replace them. Instead they were usually replaced by 100ft ladders, which were the standard by this time. Exceptionally, a pair in West Sussex and another pair in Somerset soldiered on until the early 1970s, becoming the last of the type to be withdrawn from front line service.

In 1965, Devon County Fire Brigade gave its old ladder an extension of service, by remounting it onto a new Bedford TK chassis, with a water tender-style body constructed by HCB-Angus. This unique conversion operated from Ilfracombe fire station until 1985, when it was withdrawn and acquired for preservation. Fortunately, over a dozen of the machines still exist in preservation, thanks to the foresight and efforts of private individuals and museums.



**Left:** Glasgow's 60ft ladder is being put to use as an emergency escape route while the firemen tackle the tenement roof fire from inside the building.

# This month's **OXFORD** New Releases

1:72



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**AD006** 1:72

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1:76



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Scania Irizar PB -  
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# Behind the Scenes at The British Trolleybus Society

*Much of our vehicle heritage could be lost if it wasn't for organisations like the BTS, manned by dedicated volunteers who lovingly restore and maintain a historic and unique fleet of vehicles. **John Greeves** takes a look behind the scenes.*

**T**he origins of the British Trolleybus Society go back to April 1961, when 14 enthusiasts formed the Reading Transport Society, with the aim of purchasing a vintage 1939 AEC trolleybus, which was due for retirement by Reading Corporation Transport. The first trolleybus ever to be privately preserved, No 113 was successfully purchased later in that year and so the story RTS began and developed.

At the time, the society wanted to purchase both a Reading motor bus and trolleybus from the pre-war era. The society eventually found No 47, an AEC Regent with Park Royal bodywork, dating from 1935 and this joined the fleet in 1963. Today this is used sparingly as age is catching up with her and a body makeover (rebuild) is becoming an increasing necessity.



**Above:** South Shields 204 is a Karrier E4 with Weymann bodywork. It entered service in April 1937 and remained in service until March 1963. On withdrawal, 204 was donated to the RTS and was towed south for storage in the Reading area. In June 1970, 204 was transferred to the Trolleybus Museum at Sandtoft, but needed a complete rebuild before it could enter service at the museum. The vehicle was stored in the back of the museum depot until finally funds were available, thanks to the generosity of BTS members, to carry out the major restoration work required. In May 2005, the restoration complete, 204 was finally able to enter passenger service at Sandtoft and has been a regular runner ever since. In April 2006, South Shields Corporation celebrated its centenary and 204 was put on display in the town to mark the occasion. (D G Chick)

**Left:** Reading 113 is an AEC 661T with Park Royal bodywork. It entered service in May 1939 and served the town for over 22 years before withdrawal in September 1961. It became the first trolleybus to be privately preserved when purchased from Reading Corporation by the newly formed Reading Transport Society (RTS) - now the British Trolleybus Society (BTS). It spent 10 years in outside storage in Reading, before being moved to Doncaster in 1971 and on to Sandtoft in June 1972. A minimal restoration took place to enable it to operate on demonstration runs only in October 1978, to mark the 10th anniversary since the Reading trolleybus system was abandoned. Following a generous financial contribution from the late Mike Dare, who was BTS Chairman at the time, work commenced on a full restoration of 113 in early 1998, following which it entered passenger carrying service at Sandtoft in May 1999, since when it has been a regular runner. It is intended to give 113 an external repaint in the next year. (D A Hall)

What had been intended as a local society, The Reading Transport Society (RTS) soon grew into a nationwide phenomenon. Like many, I witnessed the rapid disappearance of the trolleybuses in the 1960s, seeing my familiar trolleybus on the Uxbridge Road replaced one day by a gleaming new Routemaster. Although the original Routemasters were breathtaking, it was important that this earlier heritage should be kept alive, and it wasn't long before other trolleybuses were added to the RTS collection which was kept in outside storage at a coach depot to the south of Reading.

By 1964, South Shields No 204, Bournemouth No 99 (212) and Cardiff No 203 had joined the fleet. The fleet continued to grow and a breakthrough came for the organisation in 1969, when an old airfield at Sandtoft, between Doncaster and Scunthorpe, was purchased and the Trolleybus Museum at Sandtoft was born. Today, the Trolleybus Museum at Sandtoft hosts the largest collection of preserved and working trolley buses in the world.

Walsall No 342 was purchased in 1970 by the RTS and was a regular runner in the early days, but has been taken out of service awaiting further restoration. In 1971, the Reading Transport Society became the British Trolleybus Society, which presently owns 12 trolleybuses, one motor bus and a horse-drawn tower wagon. Aachen No 22 arrived at Sandtoft in May 1973, but still needs a fair amount of work to bring her up to standard before she can return to public service again.

Over the years, the trolleybus fleet has continued to be restored and maintained, with Reading No 113 being returned to service in 1999. Glasgow TB78 and London No 1812 were acquired in 2001. Bournemouth No 99 was sufficiently restored for limited use in 2003 with South Shields No 204 following in 2005.



**Above:** Cardiff 203 is an AEC 664T trolleybus with Northern Counties bodywork. It was one of ten of the first batch of trolleybuses to inaugurate the Cardiff system in March 1942. On withdrawal in December 1962, the vehicle was presented to the RTS and was taken to London for storage, until being moved to Reading in 1964. In 1967, No 203 was put on long term loan to the London Trolleybus Preservation Society, but returned to BTS ownership in 1983. No 203 was then transferred into private ownership soon after, but again returned to BTS ownership in the early 1990s and moved to Sandtoft where it operated for a short time. Following mechanical and bodywork problems, No 203 was taken out of service until 2009, when restoration work was carried out. Once finished, No 203 was painted in the streamlined livery it wore in the mid-1940s and re-entered passenger service at Sandtoft in May 2010. These ten AECs for Cardiff were the only trolleybuses ever to have Northern Counties bodies. (D A Hall)



**Above:** When the Reading Transport Society was formed, it was the intention to purchase both a Reading motor bus and trolleybus from the pre-war era. With trolleybus 113 secured for preservation, the hunt was on for a motor bus. Members eventually found No 47, an AEC Regent with Park Royal bodywork dating from 1935, withdrawn by Reading in 1956 and now operating in the Worthing area. Although not immediately available, No 47 was eventually presented to the RTS in October 1963. Restoration soon commenced and, once complete, the bus took part in the Historic Commercial Vehicle Club's run to Brighton in 1965. No 47 has been a workhorse for Society members over the years, taking members on various trips around the country. These days, No 47 is used sparingly, as age is catching up with it and a body rebuild is now becoming necessary. (D A Hall)

It's a constant battle of preservation and renewal; Cardiff No 203 was relaunched at The Trolleybus Museum at Sandtoft in 2010, followed a year later by the Manchester No 1344, which was restored during the BTS's 50th anniversary in 2011 and Walsall No 872 would

have been relaunched as well, had it not been for a brake problem. Huddersfield No 631, one of the most reliable service trolleybuses at the museum, was taken down to Thamesdown Transport in Swindon for a repaint in 2014 and has returned to service this year.

**Right:** Bournemouth No 99 is a Sunbeam MS2 with Park Royal bodywork and was one of a batch of 102 trolleybuses that entered service in Bournemouth in 1935. In 1958, a renumbering of the fleet took place and No 99 was renumbered 212 and survived in service until withdrawal in September 1963. No 212 was purchased by the RTS and stored in the Reading area until 1965, when it was transferred to undercover storage at Walsall's Birchills depot. No 212 returned to Bournemouth in 1969 and operated on tour for RTS members. It also ran on the last day of trolleybus operation in the town in April 1969. In November 1969, No 212 was towed to the Trolleybus Museum at Sandtoft, where it has remained ever since. It did not enter passenger service until restoration work was finished in 2003, having been put back into original condition and renumbered back to 99. At present, No 99 is out of service requiring attention to both the bodywork and also the electrical equipment. (D A Hall)



## Restoration Projects and future plans

Several restoration projects are planned for the near future, the most ambitious being to restore the society's oldest trolleybus, Mexborough and Swinton No 34. This Garrett O type, with Garrett bodywork, has been out of service for 87 years. It was rescued in 1974, after being sold originally to a private owner to be used as a hay store. This is the most challenging project so far for the BTS, as major components are missing and will need diligent research and careful reproduction in the future. Perhaps less challenging will be Walsall No 872, of which the bodywork was fully restored in 2012, before it returned to Sandtoft in January 2013. With the successful installations of new brake cylinders it should be up and running very soon.

BTS is also planning a Reading Running Day in 2018 at Sandtoft, to commemorate the 50th anniversary of the closure of Reading's trolleybus system. Of the six ex-Reading trolleybuses in preservation, No 113, a 1938 AEC with Park Royal body and English Electric



**Left:** Manchester 1344 is a BUT 9612T with Burlingham bodywork. It entered service in December 1955, but was withdrawn in July 1964 when the Manchester system was being run down. No 1344 was purchased by the Manchester Trolleybus Preservation Society (MTPS) in 1965. Following a repaint, it became the last trolleybus to operate in Manchester on 31 December 1966. The MPTs merged with the RTS in 1967 and it became an RTS vehicle, until going into private ownership in the early 1980s. No 1344 operated at both the Black Country Living Museum and also Carlton Colville, but following the death of its two owners, No 1344 eventually returned to BTS ownership in 2010. Later that year, the vehicle was taken to Swindon, where a full repaint was carried out by Thamesdown Transport, enabling No 1344 to enter passenger service at Sandtoft in May 2011, where it has run regularly ever since. (Stewart David)

2



1: Glasgow TB78 is a BUT 9613T with Crossley bodywork. It entered service in Glasgow in March 1958 and remained in service until the system was abandoned in May 1967. It was the only trolleybus in the fleet to wear three different liveries. Purchased by the RTS soon after withdrawal, TB78 is the only Glasgow double-deck trolleybus in preservation. On taking ownership, TB78 was stored undercover at Belton, before moving to Sandtoft when it first opened in November 1969. Following a repaint in the traditional Glasgow livery, the vehicle was a regular runner at Sandtoft until the early 1980s, when it became necessary to undertake a major body rebuild. In May 2001, TB78 re-entered service at Sandtoft and has been a regular runner ever since. (D A Hall)

3



2: Walsall No 342 is a Sunbeam F4 with Brush bodywork and entered service in November 1951. It remained as a conventional rear-entrance double-deck trolleybus until 1965, when this vehicle was used in an experiment whereby the chassis was lengthened using motor bus components and the body was suitably adapted to become a 65 seat capacity vehicle. No 342 remained in service until the last day of trolleybus operation in Walsall in October 1970, following which it was purchased for preservation by the RTS. 342 was taken to Sandtoft and was a regular runner in the early days. The trolleybus was suitably decorated for the Queens Silver Jubilee in 1977, but was taken out of service in the early 1980s, as it needed attention to the bodywork and a mechanical overhaul. No 342 is waiting its turn for work to be carried out before re-entering service at Sandtoft. (Francis Whitehead)

4



3: Walsall No 872 is a Sunbeam F4 with Willowbrook bodywork, one of a batch of 15 vehicles purchased in 1955 and 1956. Following display at the 1956 Commercial Motor Show, this vehicle entered service in Walsall in October 1956. Special permission had to be obtained to operate these trolleybuses, because they were 30 feet long on a two-axle chassis and therefore the first double-deckers to be built to these specifications. No 872 became Walsall's last trolleybus on 3 October 1970, following which it was purchased for preservation by the RTS and taken to Sandtoft. A regular runner in the early days, No 872 was taken out of service in the early 1980s, as attention to the bodywork and a mechanical overhaul became necessary. In 1993, it was moved to the Aston Manor Road Transport Museum, where local members carried out an internal restoration. In 2011, No 872 was taken to Swindon where an external repaint was carried out before returning to Sandtoft in 2013. At present, No 872 has not entered service, because of difficulty in resolving a hydraulic brake problem, but it is hoped this will soon be fixed and that it will re-enter service later in 2015. (D G Chick)

4: Aachen 22 has a Henschel 562E chassis and a Ludewig 1 1/2 deck body and Siemens electrical equipment, as did nine similar vehicles for Osnabruck. There had only ever been 12, all built in 1956, the other two being built by Krupp for Wuppertal. This vehicle remained in service with Aachen until October 1972, following which it was donated to the BTS and shipped to England in 1973, eventually arriving at Sandtoft in May 1973. No 22 is in reasonable condition but needs a fair amount of work to bring it up to standard, before it can return to public service at Sandtoft. Investigations are currently ongoing for restoration work to be carried out abroad. No 22 is on long term loan to The Trolleybus Museum at Sandtoft. (D A Hall)

**Right:** Mexborough & Swinton No 34 was one of 30 Garrett Type 'O' with Garrett bodywork purchased between 1927 and 1930. No 34 was one of the first batch of six built in 1927, although it did not enter service until June 1928. It remained in service until the end of World War II, whereupon she was pensioned off and became a hay store on a farm. This single-decker was found back in 1973 and was subsequently purchased by enthusiasts who donated it to the BTS. No 34 has been stored at Sandtoft ever since and is regarded as a major restoration project, for which an appeal for funds has been recently launched. The BTS is seeking a volunteer to act as a Project Manager and a thorough examination needs to be made to establish how many parts are missing from the vehicle. (D A Hall)



80 hp motor, is the oldest and will have an external paint job before joining the party. The only motor bus in the BTS fleet, Reading 47, will also celebrate its 80th birthday this year and it is hoped that it will reappear in its home town at the Reading Bus Depot this June.

Space is at a premium at the Trolleybus Museum at Sandtoft. Not all vehicles can be kept at the museum. Today, a handful of vehicles are squashed together at a local former chapel, which is far from ideal, and why the BTS hopes to purchase land adjacent to the museum. This would enable the BTS to build its own depot for all the vehicles and secure a long term future.

### Difficulties and Constraints facing the BTS group

Readers might assume that fund raising is the only constraint facing any preservation group such as the BTS, but other vital challenges exist for the charitable society, including the accuracy of the research in highlighting details in chassis and bodywork construction. Locating blueprints of chassis or bodywork are very helpful, while electrical blueprints remain imperative for all future work.

Sandtoft's location presents another problem for some of the members. Many members



**Above:** London No 1812 is a BUT 9614T with MCCW bodywork, dating from 1948 and one of 125 vehicles designated Q1 class, entering service between 1948 and 1952. No 1812 remained in service until January 1961 and the following month she was towed to St Katherine Docks and shipped to Spain, where she eventually was transformed to become No 8 in the Santander-Astillero fleet. Following the demise of that system in 1977, the BTS purchased the vehicle, which was returned to England on 19 June 1977. Much restoration work needed to be carried out, including conversion back from right-hand running, which was eventually started in 1999. This major project was finally completed in 2001, in time for its re-launch into service at Sandtoft during the Spring Bank Holiday weekend of that year, and it has been a regular runner ever since. No 1812 was one of eight preserved London trolleybuses to run at Carlton Colville in May 2012, to mark the 50th Anniversary of the demise of the London system. (D A Hall)



**Left:** Huddersfield No 631 was one of a batch of ten Sunbeam S7As, with East Lancs bodywork, which entered service with Huddersfield in December 1959. No 631 remained in service until two days before the end of trolleybus operation in the town, on 13 July 1968. These were Huddersfield's last new trolleybuses and also the last three-axle trolleybuses built for service in the United Kingdom. Purchased for preservation by the Huddersfield Trolleybus Preservation Society (Later renamed to West Yorkshire Transport Circle), 631 ran tours of the Bournemouth and Reading systems in late 1968. In November 1969, the vehicle was moved to The Trolleybus Museum at Sandtoft. In 1990, the WYTC folded and the BTS took over ownership of No 631. It has been one of the most reliable service trolleybuses at the museum since operations began. In 2012, it was taken to Thamesdown Transport in Swindon for a repaint and returned to Sandtoft in 2014. No 631 and returned to passenger service last year, despite a temporary lack of fleet numbers. (D A Hall)



**Above:** 'William' is a horse-drawn tower wagon, which was supplied by contractor Robert W Blackwell & Co of London in 1902, together with a quantity of overhead equipment, for conversion of Reading's tramway system from horse to electric traction. William was owned by Reading Corporation Transport Department until 1967, although in later years it was used only in connection with trolleybus traction pole painting (acquiring a coat of traction pole green in place of his former maroon livery) and also for internal wiring work within Mill Lane depot. Upon withdrawal, William was presented to the RTS (now BTS) and it was at this time that it acquired its name. At some time, many years previously, the Corporation's legal lettering had been applied to the body. The lettering would have read Reading Corporation Transport, Mill Lane, Reading – William John Evans, Transport Manager. So ancient was the paintwork, however, that the only word still visible was William! In recent years the four wheels have been rebuilt and a start will be made on the wooden structure in the not too distant future. (Graham Bilbe)

**Right:** In 2011, the BTS celebrated the 50th Anniversary of its formation and held a number of events to mark the occasion. One event held at Sandtoft in May 2011 saw the gathering of all the society's vehicles together for display at the same location for the first time in its history. The photo shows the complete collection lined up at Sandtoft, taken from the top of a 'cherry picker'. (Graham Bilbe)

are based in the Reading area, owing to their former roots with the Reading Transport Society, or in other parts of southern England, which makes it difficult for some members, especially those that don't drive, to carry out volunteer work at Sandtoft. For the non-driver, this is further compounded, as the only a direct bus link to the museum from Doncaster is on selected major event days.

The society wants to recruit new volunteers, especially those they term 'with required substantial experience' in driving a trolleybus (usually one year as a volunteer conductor is a prerequisite), or those with experience of any aspect of mechanical or electrical restoration of a trolleybus. They also need people who can research aspects of a vehicle's appearance, construction and electrics, so components can be reproduced accurately.

Of course, the society welcomes any new volunteers and current members regularly turn their hand to the day to day tasks of cleaning vehicles, supervising parking, working at stalls, or preparing and distributing food at the

on-site trolley café, as well as ensuring all the trolleybuses are mechanically safe and sound to run on the day.

Life is never dull and a trained volunteer may be required to be a conductor, collecting fares, frog-pulling at junctions (trolley vehicles only), or bell signalling to the driver and, of course, chatting to passengers and rekindling that wonderful experience of bygone yesterdays. It's all in a day's work.

Sadly, like many other preservation societies in the country not many current BTS members are under 35. Recruiting and retaining new younger members is therefore essential for the survival of the society and the future of the fleet if the BTS is to survive long term. With special thanks to BTS Chairman Dave Chick, Gus Seipp (Publicity) and Dave Hall (Archivist)

### Links

[www.britishtrolley.org.uk](http://www.britishtrolley.org.uk)  
[www.britishtrolley.org.uk/sandtoft](http://www.britishtrolley.org.uk/sandtoft)



TROLLEYBUSES		
Reading 113	AEC 661T with Park Royal H56R bodywork, built late 1938	Fully Restored
South Shields 204	Karrier F4 with Weymann H55R bodywork, built in 1937	Fully Restored
Cardiff 203	AEC 664T with Northern Counties H70R bodywork, built in 1942	Fully Restored
Bournemouth 99	Sunbeam MS2 with Park Royal H56D bodywork, built in 1935	Restored, but out of service
Glasgow TB78	BUT 9613T with Crossley H71R bodywork, built in 1958	Fully restored
Huddersfield 631	Sunbeam S7 with East Lancs H72R bodywork, built in 1959	Restored at Thamesdown Transport, Swindon.
Walsall 342	Sunbeam F4 with Brush H65R bodywork, built in 1951	Currently stored at Sandtoft awaiting restoration.
Walsall 872	Sunbeam F4A with Willowbrook H70RD bodywork, built in 1956	Bodywork recently restored by Thamesdown Transport, Swindon, now awaiting a mechanical overhaul at Sandtoft. Not in service at present
London 1812	BUT 9614T (Q1) with MCW H70R bodywork, built in 1948	Fully Restored
Aachen 22	Henschel 562E-SSW with Ludewig RB61T bodywork, built in 1956	Awaiting Restoration
Mexborough & Swinton 34	Garrett 'O' with Garrett Centre Entrance bodywork, built in 1927	Awaiting Restoration
Manchester 1344	BUT 9612T with Burlingham bodywork, built in 1955	Fully Restored
OTHER VEHICLES		
Reading 47 Motor bus	AEC Regent with Park Royal L52R bodywork built in 1935	Restored, with current MOT and road tax
'William' Tower Wagon	Blackwell & Co. horse-drawn tower wagon dating from 1902	Wooden wheels refurbished, hoped to start restoration on main bodywork in near future.

# IN THE RECOVERY POSITION.

*In the February issue of Scene & Heard, there was a picture and a few words about a Land Rover Series 1 fitted with a recovery crane from Mike Gosling. **Norman Chapman** has identified the crane type and gives the lowdown on this and another similar crane which were both offered as Land Rover Approved Accessories.*

## The Harvey Frost Pick-Up Crane.

If you were in the garage game, then what better asset to have than a Land Rover as a recovery vehicle. Harvey Frost, based in Bishop's Stortford, Hertfordshire, could supply a suitable lightweight recovery crane, designed for the recovery of cars and light vans. The beauty of this unit was that it could be removed in minutes when not needed. This lived up to the old Rover company adage: "then the vehicle can be used for some other task".

There was nothing complicated about the crane, which did not need any related components to be fitted to the vehicle. The Harvey Frost (HF) company did, however, recommend that the rear suspension should be up-rated with heavy duty springs and shock absorbers. The hand-operated ratchet-gear, 30 cwt capacity crane could be fitted to any pick-up style chassis. HF stressed, to deal with the weight of the towed vehicle, additional payload should be added to the front of the vehicle.

This was achieved by mounting the spare wheel on the Land Rover's bonnet and carrying some additional recovery equipment. HF also supplied a towing ambulance assembly, which was carried on brackets, bolted to the front chassis members. The tow-pole used to pull the ambulance was carried in the back of the vehicle. There was other optional equipment available to be used with the crane. This included a chain sling with hooks to lift the front of the vehicle being recovered. To protect the front bumper, HF recommended the use of sacking, or the usual first choice, an old car or van tyre.

If the crane was to be used for a lot of lifting in static situations, two adjustable rear support jacks were supplied. The Harvey Frost company was formed in 1900 and manufactured all manner and means of garage equipment, as well as the recovery equipment. Trolley jacks, axle stands, presses and engine cranes were just some of the vast range of 'Epcor'-branded items. The company was later known as Brockhouse Harvey Frost, but is no longer trading today.

**HF** **PICK-UP CRANE**  
A HARVEY FROST PRODUCT CAT No 21

**THE RIGHT TOOL FOR THE JOB**

A LIGHTWEIGHT DETACHABLE CRANE introducing the MODERN APPROACH TO BREAKDOWN RECOVERY WORK and delivery service and designed especially for mounting on Land Rover, Austin "Gipsy" and similar vehicles.



Above: Harvey Frost's own sales brochure showing more detail of the crane and mounted on a Series II Land Rover.



## THE HF PICK-UP CRANE

Built to British standard specifications, the HF Pick-Up Crane will quickly pay for itself by the business it brings in and is yet another example of the HF slogan . . .  
... The Right Tool for the Job

The HF Pick-Up Crane is a worthy addition to an already outstanding range of Breakdown Cranes designed and manufactured by Harvey Frost & Co. Ltd. (Trade Mark: HF). The Crane itself has a Safe Working Load of 30 cwt. (1024 kilos) and is designed for mounting on small trucks such as Land Rover, Austin 'Gipsy', etc., thus achieving an ideal assembly for recovering cars or light vans. It can be quickly and easily detached from its carrying vehicle in a matter of minutes by the removal of one drop nose pin and two latch bolts and just as easily re-mounted, which means the use of the vehicle is not necessarily confined to breakdown work. Winch, Rope from Gear Box to Pulley Head is completely protected, being shrouded by the transverse tube member.

Leaflet BR/14

- **First Class Design**
- **HF Universal Patented Gear Unit**  
Incorporating Friction Clutch. Load locked automatically. Just stop winding and brake automatically holds the load when lifting or lowering.
- **Crane**  
Detachable from vehicle in minutes. Average weight cars slung by special sling (optional extra) and towed in at speed.
- **Swivelling Head**  
For side pulls — totally isolated sheaves and pulley blocks — Rope guide preventing Cable from riding up on Sheaves.
- **Hauling**  
Double Fall Rope instantly converted to single long length haulage rope by unstrapping hook fixed to Cable end on Crane head and hooking round cable above snatch block.
- **Low Height — Rigid Construction**  
Easily mounted — quickly removed from vehicle body when not wanted, leaving truck available for everyday use.



HF Pick-Up Crane assembled



View of sling (optional extra)



HF Pick-Up Crane (Cat. No. 21) complete with Sling (Cat. No. 21a)

Illustrating method of connecting Sling

## the little crane with the BIG features

- **Anti-Sway Bar**  
For use with HF Sling, is built into Crane "A" frame and is dropped into position by releasing special clip and attached to sling bar by drop nose pin. With load on Crane hook — Anti-Sway Bar cannot become detached and maintains rigid control of load.
- **Sling (Optional) (Cat. No. 21a)**  
Sling, available as an optional extra, is fitted with double chain and hooks for coupling up with car undergear. Backing with baulks of timber as packing blocks can be successfully used and are recommended to prevent damage to car undergear and bumpers.



View of crane and distance bar in operating position, showing packing protecting undergear and bumpers.

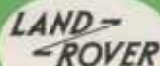
- **Test Certificate**  
Complies with B.S. Specification. Tested to 25% overload. Test Certificate supplied.

Registered Design  
Nos. 559527, 559529

Leaflet BR/15

## HARVEY FROST PICK-UP Crane

As approved by The Rover Co. Ltd. for use with the...



A new lightweight detachable unit for fast pick up recovery and delivery service designed especially for mounting on the Land Rover Chassis.

The Crane has a safe working load of 30-cwt., but its capacity as a breakdown crane is determined by the carrying capacity of the truck on which it is mounted.

When mounted on the Land Rover it makes an ideal assembly for recovering cars and light vans.



Fig. 1.



Fig. 2.

Fig. 3. Lifting with Chain Sling — optional.

- **HF UNIVERSAL PATENTED GEAR UNIT.**  
Incorporating Friction Clutch Load locked automatically. Just stop winding and brake automatically holds the load when lifting or lowering.
- **CRANE** detachable from vehicle in minutes. Average weight cars slung by special Bar (optional extra) and towed in at speed.
- **RIGID CONSTRUCTION** — fixed to bearer bars by latch bolts and locking pins — instantly removable — enabling Crane to be easily dismantled.
- **SWIVELLING HEAD** — for side pulls — totally isolated sheaves and pulley blocks — Rope guide preventing Cable from riding up on Sheaves.
- **DOUBLE FALL ROPE** — instantly converted to single long length haulage rope by unstrapping hook fixed to Cable end on Crane head and hooking round cable above snatch block.

## SPECIFICATION

**LOW HEIGHT** — easily mounted — quickly removed from vehicle body when not wanted, leaving truck available for everyday use.

**REAR SUPPORTING JACKS** (Not Illustrated) Cat. 56. (Optional) These are suitable for fitting to rear of vehicle on which crane is mounted to take weight off back axle when handling heavy jobs necessitating use of breakdown ambulance.

**ANTI-SWAY BAR** is built into Crane "A" frame and is dropped into position by releasing special clip — passing Crane Hook through Sway Bar eye — illustration on Right — Anti-Sway Bar cannot become detached and keeps control of the load.

**SLING (Optional)** is absence of any lifting point on vehicle being handled — Sling is available as an optional extra fitted with double chain and hooks for coupling up with car undergear — bumper being protected by tacking or aid tyre section steel is packing.

As with all HF Cranes — complies with B.S. Specification. Tested to 25% overload. Test certificate supplied.



Crane mounted on Land Rover showing Anti-Sway Bar in position.

Dimensions (Approximate)	
Width of Base (Rear) ..	34"
Width of Base (Front) ..	34"
Overall Width including handle ..	34"
Length of Base (Adjustable) ..	48"
Overall Height (Adjustable) ..	33"
Overhang from Base — Hook free ..	21"
Overhang from Base — with Anti-Sway Bar in position ..	30"
Recess of Cable Drums ..	7 1/2"
Recess of Cable Guide ..	18 1/2"
Weight of Cranes ..	220 lbs.
Weight of Cranes with Chain and Baulks ..	480 lbs.
Weight of Cranes with Chain and Baulks ..	21 lbs.
Catalogue No. 21 (Pick-Up Crane) Catalogue No. 21a (Sling Optional) Catalogue No. 56 (Rear Supporting Jacks — Optional)	

The HF Pick-Up-Land Rover assembly has been tested and approved by the Rover Co. Ltd., for the payloads as listed.

### Payloads

80" Wheel Base ..	1000 lbs.
100" Wheel Base ..	1300 lbs.
50" Wheel Base, Series I ..	1000 lbs.
100" Wheel Base, Series I ..	1300 lbs.
80" Wheel Base, Series II ..	1000 lbs.
100" Wheel Base, Series II ..	1500 lbs.

Heavy duty suspension is recommended on both short and long Wheel Base Land Rovers for this application.

It is also important to have as much front payload as possible to counteract the overhang weight at the back. For this reason it is recommended to carry the spare wheel on the bonnet and towing Ambulance when carried should be located at the front end, using brackets bolted to the front chassis members, the Ambulance Tow Pole being disconnected and carried in the vehicle.

## Harvey Frost & Co. Ltd.

BUNHOLM RD., BISHOP'S STORTFORD, HERTS.

Telephone 0456 31041

### Land Rover Extras Required:

Spacer spare wheel mounting — 80" and 100" W.B.  
Heavy Duty Suspension — 80" and 100" W.B.

## M.E. LIGHT RECOVERY EQUIPMENT

As approved by the Rover Co. Ltd. for use with the...



### INEXPENSIVE RECOVERY EQUIPMENT FOR MOUNTING ON THE REGULAR AND LONG LAND-ROVER

The equipment comprises a dismantlable crane, a winch, chain supports, towing brackets, distance bar and a frame for carrying an ambulance. It is designed specifically for mounting on the Land Rover chassis and therefore allows for the conversion at modest cost. It is entirely adequate for recovering cars and light vans and is approved by the Rover Co. Ltd., for the loads shown overleaf. The equipment can be fitted at our works or alternatively the parts can be supplied for fitting by the customer. A suitable P.E. Ambulance can be supplied as an extra.

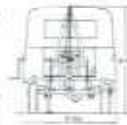


MANH EGERTON & CO. LTD., CROMER ROAD WORKS, NORWICH  
Telephone: 47272 · Telegrams: "Maneginner," Norwich · Telex: 1710

## SPECIFICATION AND DETAILS

### CRANE

This is of 2-ton capacity with tubular cage-type mechanism and main cable; it is dismantled in four parts for stowing.



### SUPPORT BRACKETS

The crane support brackets are welded to the chassis and the tubes are secured by pins, thus facilitating assembly and dismantling.

### WINCH

Cable-wound as a separate unit mounted on a frame welded between the chassis members and located immediately behind the rear bulkhead. It comprises a worm-driven winding drum with a gear ratio of 40:1; the worm-mounting is braced to allow the worm to rotate, thereby allowing the cable to be run out freely when assembling the crane. It is operated from inside the vehicle and the handle is stowed inside the body. When the handle is inserted in the winding position a switch automatically isolates the ignition and lights; a warning lamp on the dashboard, thereby warning that the vehicle cannot be driven with the winding handle protruding. Guards are fitted round the gearing.

### CHASSIS SUPPORTS

These are provided for use when the crane is working on full capacity to relieve the springs and chassis of the high loading. They are arranged for limited adjustment for uneven ground conditions and swing outwards and upwards when they are raised when not in use.

### TOWING BRACKET

This is the P.E. standard Type "A" Towing Bracket bolted to rear chassis member.

### DISTANCE BAR

The distance bar is secured to the back box by means of a pin and safety lock.

### AMBULANCE FRAME

A frame is bolted between the front chassis members for the Ambulance, which is fitted with its own door and clamped securely. (Note: The housing of the ambulance access is giving steering stability when the crane is loaded in the

loading position. The drawer is disconnected from the extension and stowed in the vehicle or in the power take-off (P.T.O.) when it is removed at the rear. The equipment is painted Fluo Yellow standard ink-paint. Other colours subject to special quotation.

### LOAD CARRYING

The suspended loads recommended by the Rover Motor Co. Ltd., using standard springs are as follows:—

80 in. W.B.	1000 lb.
96 in. W.B.	1300 lb.
107 in. W.B.	1500 lb.
Series I 80 in. W.B.	1000 lb.
Series I 109 in. W.B.	1300 lb.
Series II 80 in. W.B.	1000 lb.
Series II 109 in. W.B.	1500 lb.

If it is desired to handle a heavier load than that indicated it will be necessary for the springs to be reinforced.

### EXPORT PACK

Set of Recovery Equipment parts in waterproof lined case. Dimensions: 2' 3" x 2' 3" x 1' 9". Gross weight 3 cwt. 2 lbs.

If supplied a breakdown vehicle can be parked in the same case.

Gross weight, with ambulance, 7 cwt. 2 lbs.

### SUITABLE AMBULANCES (Extra)

Type K fitted with two 16 x 4 heavy duty pneumatic tyres (for 1 ton dead weight).

Type L fitted with two 16 x 3 solid tyres (for 24 cwt. dead weight).

### LAND ROVER EXTRAS REQUIRED

Bonnet spare wheel mounting E1057—80" Wheelbase Series II  
Bonnet spare wheel mounting E1057—109" Wheelbase Series II

Above: The Mann Egerton Light Recovery Equipment leaflet showing a Series II LWB Land Rover

## Mann Egerton Light Recovery Equipment.

Mann Egerton of Norwich, Norfolk, also supplied recovery equipment to be used in conjunction with any Land Rover pick-up. Just like the Harvey Frost crane, the Mann Egerton (ME) unit could be removed quickly, without any problems. Both crane frames were made of tubular steel, however, the ME set-up was different with respect to the lifting mechanism.

The worm-gear 40:1 ratio hand winch assembly was separate from the crane frame. It was fitted behind the cab rear bulkhead, on brackets, which were welded to the vehicle chassis. The operation of the winch was done from outside the vehicle at the nearside. A long winding handle, which went through a hole in the side panel, was used to wind the lifting rope. There was a fail-safe electrical feature associated with this handle. When it was inserted, a switch automatically isolated the ignition system and lit a warning lamp on the dash. This ensured, the vehicle could not be driven away with the handle protruding.

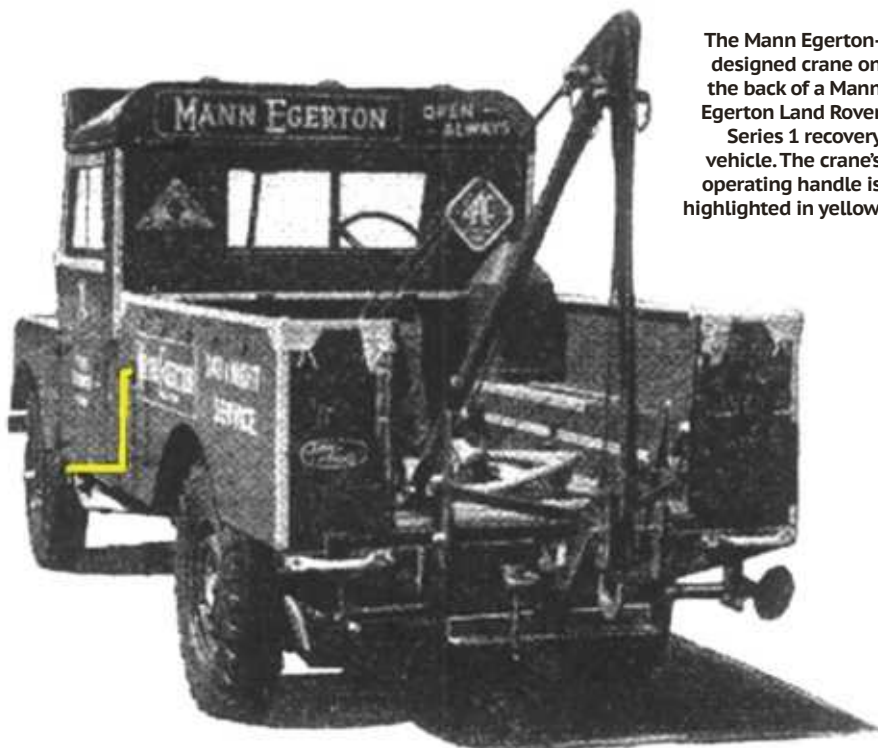
The crane was rated at 2 tons SWL and ME gave recommended load-carrying information to suit the different wheelbase Land Rovers. The information was based on vehicles with the standard factory-fitted rear suspension. Briefly, these were, Series 1 and II

88 inch SWB – 1000lbs; Series 1 109 in LWB – 1300lbs; and Series II 109 in LWB – 1500lbs.

Supplied with the crane were two adjustable rear-mounted stabiliser legs. These gave extra support when lifting in static situations. Part and parcel of any light vehicle recovery, ME offered two additional ambulance options. Firstly, the Type H had 16x4 pneumatic tyres and carried a load rated at 1 ton. The second, Type J was fitted with

16x3 solid tyres and load rated to carry 24cwt.

Mann Egerton was a huge, multi-faceted company, which included aircraft manufacture, motor coachbuilding and electrical services. The company is now part of the multi-national Inchcape Group. The recovery crane business, along with coachbuilding, was part of its huge presence in the motor trade, which is still on-going, especially in car dealerships.



The Mann Egerton-designed crane on the back of a Mann Egerton Land Rover Series 1 recovery vehicle. The crane's operating handle is highlighted in yellow.



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# All the Fun of the Fair

*This is the next title in the Road Haulage Archive series, so **Mike Forbes** has picked out a selection of pictures of vehicles in use on the fairgrounds over the years, as an introduction and to whet your appetite for more...*

**F**airground vehicles seem to hold a special place in the hearts of most lorry enthusiasts. It's probably because, even today, they tend to be older vehicles, which have already had a first life in road haulage. In many cases, interest is added by the various conversions they undergo for their new role. Over the years, the vehicles of fairground operators have come back 'into the fold' to be restored to their original condition and, sometimes, liveries.

Founding editor of Vintage Roadscene, 'Steve' Stevens-Stratten, was passionate about fairground vehicles, as well as the rides and music, so many of the photographs he took and in his collection feature all sorts of fairground transport, usually seen 'on the tober' as the fairs were setting up or pulling down. This made an issue featuring fairground lorries a must in our Road Haulage Archive series and it will be available very soon.

Here we have a selection of vehicles seen with fairground operators, to whet your appetite for the new 'bookazine'. The 400 or so pictures it includes show all makes and types of vehicles, from pre-war Armstrong-Saurers and Tilling Stevens, through AEC Matadors and



**Top:** The AEC Matador, designed as a gun tractor for the War Department in World War II lent itself to several roles in peacetime as well, including use as a fairground tractor. This one, in use with G Simons & Sons, based in Wrexham, with an early civilian registration, JUV 800 (London, late 1940s) still has the standard military cab, but has a new coachbuilt body to carry two generators and other additions, plus some stylish lettering.

**Above:** This Matador, seen pulling two heavy trailers for Pettigrews, had a much later civilian registration, JBH 803G (Buckinghamshire, 1968-9), and remained in original condition, including its military body into the 1980s, by when it had a generator set added.

other ex-War Department vehicles, to Leylands, ERFs and Fodens – including some more recent examples – and even a few Volvos, not to mention bus conversions, trailers and a few of the showman's engines, as they are usually known, which the diesel lorries replaced, not forgetting Scammells of all ages, including the Showtracs specially built for showmen to take the place of their steam road locomotives, both pulling the loads between the fairground sites and powering the rides.

Perhaps what attracts us to fairground vehicles is the sight, or just the idea, of

Scammell or other tractors, pulling two or even three trailers – a concession not available to other lorry operators – eight-wheelers, with massive Luton van bodies or, these days, made into artics, the attractive liveries and bold lettering or just the types of vehicle no longer seen in revenue-earning service otherwise.

A lot of them have 'Come to the Fair' emblazoned on their bodywork. Many of us don't need asking twice but, to be honest, we're more likely to be found around the outside of the fairground, enjoying looking at the lorries, than going on the rides...



**Top left:** Two AEC Mammoth Major Mk V eight-wheelers, fitted with classic frame truck bodies, 538 XPK (Surrey, 1962) and 50 MHY (Bristol, 1961), used by Bert Cole along with his two ex-military White tractors, GEL 614 and KEL 500 (Bournemouth, 1946 and 1950) with the dodgems ride, seen at Salisbury in 1973.

**Top right:** A pre-war AEC Matador, with a canvas-covered Luton body, OW 8100 (Southampton, 1935) – note the extended exhaust pipe at the side – with a Foden DG eight-wheeler, with a dirty number plate, but signwritten for the Waltzer ride, seen sometime in the 1950s.

**Right:** Come to the Fair; we'd be there like a shot if we could see this Albion Caledonian eight-wheeler, XYP 173 (London, 1960), originally with Shellmex & BP, for whom the futuristic cab was designed by Alfred Miles, later used as seen here to transport Wallis's Speedway ride.



**Top:** A Leyland Titan TD1 double-deck bus, believed to be EK 9318, possibly ex-Wigan Corporation, seen at Tooting Bec Common in 1951. The top deck has been lowered, with the original roof re-fitted, and some windows blanked out to create living quarters.

**Right:** An ex-United Automobile Bristol L5G single-decker, EHN 560 (Darlington, 1938), its body largely original, apart from the blanked-out windows, extended exhaust and roof-top 'greedy-boards', creating extra load-space, seen in Dewsbury in 1969.

**Below:** An impressive ERF 88G, with massive Luton bodywork, FSK 917K (Caithness, 1972), pulling a frame trailer, carrying Stanley Thurston's dodgems, at the Cambridge Midsummer Fair pull-on in 1985.



**Above:** A more recent view of an ERF C Series six-wheeler, with Luton van bodywork, A342 XSC (Edinburgh, 1983-4), parked on the outside of a town centre fairground.



**Above:** Two Foden Haulmaster eight-wheelers, with classic showman's bodywork, A21 MKV and A739 JAC (both registered in Coventry, 1983-4) lettered for the Golden Gallopers ride, which were seen at Harrogate in 2002.



**Left** A classic eight-wheeled frame truck on a Foden S21, 350 DRX (Berkshire, 1963), used for the 'Super Caterpillar Ride' of Manning's of Cheshunt, seen at Finsbury Park in 1981.

**Below left:** A fine old pre-war Leyland Beaver with a box van body, JT 335 (Dorset, 1934), seen at Oxford in 1964.

**Below:** Not the best of pictures, but this shows Henry Thurston's ex-WD FWD SU-COE, ANH 973 (Northampton, 1948), a type which was used by several fairground operators over the years.



**Below:** A Gardner-powered Guy Invincible six-wheeler, JOY 967D (Croydon, 1966 – was this originally a Hall & Co tipper?), of D Guyatt, of Feltham, Middlesex, seen around 1980, with the side of its ballast tractor-style body down,





Above: An early post-war Leyland Octopus 22.01, MTM 714 (Bedfordshire, 1953), used by Henry Ayres with his Twist ride, seen at Ealing in 1967.



Above: A Leyland Comet four-wheeled Luton box van, SUT 222 (Leicestershire, 1959), with a matching Mollycroft-style caravan, waits to pull onto the tober, with a much older Tilling Stevens and a bonneted Seddon van.



Above: A later Ergomatic-cabbed Leyland six-wheeler with a frame truck body, ULM 851F (London, 1967-8), seen at Blackheath in 1982.



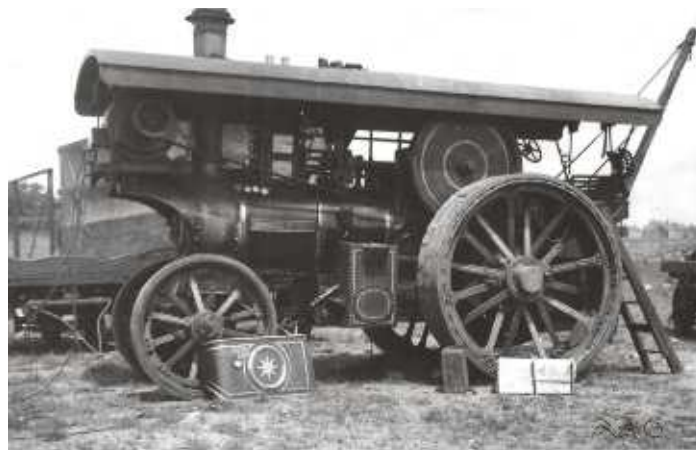
Above: Two examples of the Scammell Highwayman tractor, so popular with many fairground operators over the years, 'The Lady Margaret', OVV 166 (Northampton, 1961) and 'The Churchill', 839 GEW (Huntingdon, 1963), two of the fleet used by R Edwards, the well-known Swindon funfair company.



Above: This was one of the 18 Scammell Showtracs (of which 17 survive), specially built with generating equipment in their stylish bodies, during the late 1940s to replace steam engines on the fairgrounds, when these were considered old-fashioned. EDL 111 originally went to Arnold Brothers on the Isle of Wight, but in 1953 was sold to Bensons, with whom it remained in use for many years and is still owned.



Above: T Whitelegg used three of these Thornycroft Amazons, with generating equipment on the back, along with a Scammell Pioneer, to pull its loads between fairs in the West Country.



Above: R Bailey's 10 nhp Burrell No 1887 'Empress of India', XF 8195, built in 1895, and used until 1940, seen at Blackheath at Whitsun, 1938.



Above: Arthur Clarke's 'Goliath', seen working at Denham Steam Fair in September, 1970.



Above: A typical draw-bar trailer, with frame truck bodywork, as used by many fairground operators. This one was used with Charles Thurston's 'Swishing Swirling Skid' and is seen behind a Leyland Octopus platform-bodied eight-wheeler, OBM 709 (Bedfordshire, 1954). Note the 'Caution Air Brakes' sign.



Above: Large van bodies, whether on lorries or trailers, offered lots of space to advertise the funfair and rides, as here on a three-axle draw-bar trailer of Whiting's of Nottingham. There are around 400 wonderful old pictures like these in the Road Haulage Archive issue 'All the Fun of the Fair' – don't miss it!



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# MORE NINETEEN FORTIES....

*In last month's issue, **Malcolm Bates** made the point that there was more to this tumultuous decade than the Second World War. What started off as Britain's darkest hour ended with some highly significant new vehicle designs, which sold well in world markets. But in between? A chance discovery at a secondhand bookshop opened a window into a lost world...*



**Above:** The start of pedestrianisation? An artist's impression of a concourse around London bridge with The Monument (to the Great Fire) in the background. Well-planned public open spaces and new pedestrian walkways were a key feature of the Report. Few actually happened.

**T**here's much talk in the media at present about Britain 'Standing Alone' and how difficult that would be in terms of our survival in a troubled world. Really?

Surely, Great Britain 'stood alone' for many centuries and, in the process, managed to build an Empire based on global trade on which the sun, it was once said, never set? That we had to divert our attentions into rescuing various European peoples from the tyranny of other Europeans over the

last few hundred years – on at least five significant occasions, according to Norman Tebbit – seems to have been forgotten. And while I'd never have thought I would agree with anything Norman Tebbit said, we've not done badly, considering that, until relatively recently, Britain's population only numbered half of what we have today. 'Skill Shortage' – the current excuse for poor performance – just wasn't in the Victorian vocabulary.

What also seems to have been forgotten by our politicians today, is how being blessed

with a variety of natural resources and a strong industrial base are vital elements for a nation's survival – rather than assets to be sold-off to the highest bidder. Nowhere was that more vital than in the engineering industry generally and transport – shipbuilding, railways, aviation and motor vehicles – in particular. You could argue that if 'the engineering industry' was 'key to winning First World War', 'the transport industry' was a key factor in winning the Second. But it was also key in building Britain's finances back-up in the early post-war years.



**Above:** A map of The City of London in 1945. Note the original Victorian railway bridge over Ludgate Hill - forming part of a vital north-south link - survived heavy bombing. Today, the tracks are underground and it now carries 'Thameslink' trains.

Remember those 'Balance of Payments' debates during the 1950s and 60s? If Britain imported a few thousand pounds' worth more than we exported each quarter, there were calls for an emergency debate in Parliament. Today? We're £billions in the red every year, most British-owned manufacturing has been sold off, taken over or closed down, so we now buy new trains from places like Spain and Italy. Yet nobody seems to care. How come?

### MIND THE GAP

I was reminded about Britain's trade gap in two ways, recently. Firstly, by the Member

of Parliament for Warwickshire banging-on in wildly over-enthusiastic tones at the re-opening of what we previously called 'Gaydon', which is now 'The British Motor Museum'. Having shared with the audience his vision that the UK was 'a force to be reckoned with' in the production of cars and 4x4 'SUVs' (like those sporting the Jaguar and Land Rover badges built next door), those listening might be excused for thinking the destiny of 'the 'British Motor Industry' was in some way, still under the control of directors based in Britain, rather than India, Germany, America or Japan.

Trucks and buses? They didn't even get a

mention. But then they seldom do these days, because... Well, name a 'British' manufacturer. Go on... The best that I and a fellow skeptical industry journalist could come up with was 'Morgan' and Caterham' for cars, 'Wrights' for buses and 'Dennis' for fire engines. The last British-based manufacturer of goods carrying vehicles? That was Dennis (Dennis Eagle that is), until Spanish conglomerate RosRoca took control. Following another takeover, Dennis Eagle is now controlled by Dutch manufacturer Terberg. Wasn't the last British-owned manufacturer 'Modex' - the Transit-sized battery electric truck that sadly ceased production several years back? Before that? The Reliant 'Rialto' van? That's how bad things have got since the 1940s!

### A WEALTH OF INFORMATION

The second reminder of the significance of the 1940s? That was found a few days after the British Motor Museum bash in a secondhand bookshop. 'The City of London - a Record of



**Left:** Here we see the converging roads near London Bridge at Gracechurch Street with a normal control Guy van, loaded with Lyons Swiss Rolls, a semi-forward control Morris 10/12cwt van operated by 'Trollope & Colls Ltd' and one of the stylish prewar 'Flying' Standards - it looks like a larger 15hp model and is still in excellent condition. There are several postwar Bedford lorries in the shot - the dropside in the foreground with high headboard operated by wholesale fruiterer, H Nathan. There are several new RT buses along with an STL on route 4a to Old Ford - that's the place in East London, not a reference to the 5 cwt van ahead of it! Mixing it in the motorised traffic is a horse and cart.

**Right:** Here we are next to The Bank of England. The original caption to this specially-commissioned photograph makes a point of noting the 'new' traffic lights – although almost all of the traffic seems to be buses and taxis. The driver of AXW 320 is trying to push his way through the oncoming traffic in much the same way as 'cabbies' do today, but he could be on a sticky wicket as the next vehicle in the line is an impressive Rolls Royce with very formal looking coachwork! Behind AXW is what looks like a new Rover 'P3' and behind that a prewar-style Hillman Minx. The only postwar 'lorry' clearly identifiable in the shot is a 30 cwt Bedford van, although the pair of tippers operated by 'Rowney' look like they're busy on post-war reconstruction. All the buses are pre-war – the one in the foreground a Utility still in wartime condition.



**Left:** This shot looks to have been taken much earlier than the others in the report. All the buses seem to be carrying 'General' logos and there's even an open 'Chara' in the left foreground! Mixing it with some rather stylish cars from the early 30s is a Scammell and awell-loaded ex-World War I RAF Leyland in 'Roneo' livery. **Right:** A Scammell Mechanical Horse artic 'speeds past' at the Royal Exchange Building, while EXY 246, a Dennis van operated by 'The Southern Railway', goes about it's rounds, still with wartime blackout white panels and headlamp mask in situ. Apart from the Austerity-bodied double decker, we can just see the stylish rear of a pre-war 'SS' Jaguar.

'Destruction and Survival' might not be the snappiest of book titles, but within its 350 hard-backed pages was a wealth of information about the damage inflicted on Britain during the first half of the decade – and the absolutely amazing enthusiasm to clear away the destruction and build a better Britain during the second half.

Right up to the outbreak of World War II – and indeed, once VE and VJ days had been declared in 1945 – The City of London was not only still the most influential financial centre in the world, but it was also the key trading hub of the rest of London, the UK and, indeed, The British Empire as well. Back in 1945, The Port of London (or what was left of it) was still one of the largest port complexes in the world, with the docks and warehouses starting at the very edge of the the City financial district.

While written in the typically 'dry' manner of the era, the pages of the report list all of the bombed buildings – amounting to a total of 30-35% of the area of the City of London. One of the worst hit areas was around St Pauls, where 164 acres out of 667 were flattened or



**Left:** This is the approach to London Bridge with a large American car – could it be a Packard? – squeezed in between a lorry loaded with what looks like glass carboys packed in straw and a couple of new RTs. **Right:** Signs of prosperity returning? Some lucky owner has recently taken delivery of brand new Jowett Javelin, while beyond it in front of the 'roof box' RT, we see the driver of an early model Ford 8 Y-type struggling to find some performance to clear the junction at Monument Corner, before the horse and cart and the taxis block his path.



**Left:** This is the queue of traffic at Blackfriars Bridge. Someone is bound to have the fleet number, chassis and engine numbers of London Transport STL double-decker CXX 384 and if my guess at route number 4a is correct, probably the garage code and name of the driver's budgie as well! More of interest here is the number of bombed-out buildings behind it.

**Below:** This is a map showing the objectives of a 'Ten Year Plan' – in other words, what drivers in London should have been enjoying by 1957. The new elevated 'Northern Boundary Route' is shown, running from Liverpool Street Station to behind Holborn Viaduct, running right over the top of Farringdon Station (the goods station of which had taken a direct hit in the Blitz). There are roundabouts at most major intersections with car parking on a lower level. Blackfriars railway Bridge has been either double-decked, or converted to a road bridge.

burnt out. We learn that a 'Clearance Act' had to be passed by Parliament in 1944, to enable vast piles of rubble to be cleared away, irrespective of former property ownership, in order to pave the way for rebuilding once peace had been declared. But how? And to what degree could new street plans be drawn up? The report sought to answer those questions. Seventy years on, the photographs of Army 'sappers' clearing away rubble by hand and diagrams showing vast areas of devastation, are a record of the epic task that lay ahead.

That a great deal of work needed to be done once peace was declared was obvious – even from today's perspective. You've only got to look down many central area streets

in London to spot newer buildings filling the gaps between Georgian, Victorian and Edwardian buildings. That many central London 'bombsites' were still just that, well into the 1950s and early '60s, underlines the enormity of the task facing Doctor C H Holden and Professor WG Holford, when they were charged with compiling their report for their City of London Corporation. That this was completed and published by 1947, without computer or word processor technology, shames those tasked with producing all the 'Independent Enquiries' our politicians are so keen to set-up today, as now it's often five years before we get to read their conclusions!

## A BLUEPRINT FOR THE FUTURE

When completed, Holden and Holford presented their findings to the Town Planning Committee of the Corporation of London. This was no 'cheapskate' presentation either. It was a proper 350 page hardbound book, full of coloured maps, statistics and specially-commissioned photographs, covering a world that has today, largely been concreted over. The wartime destruction was clearly still a raw subject when the report was commissioned – as, for example, the list of the number of historic churches destroyed during the Blitz, and then yet more towards the end of the war by the 'Doodle Bug' flying bombs. Sadly, even some survivors of the Great Fire of London in 1666 –





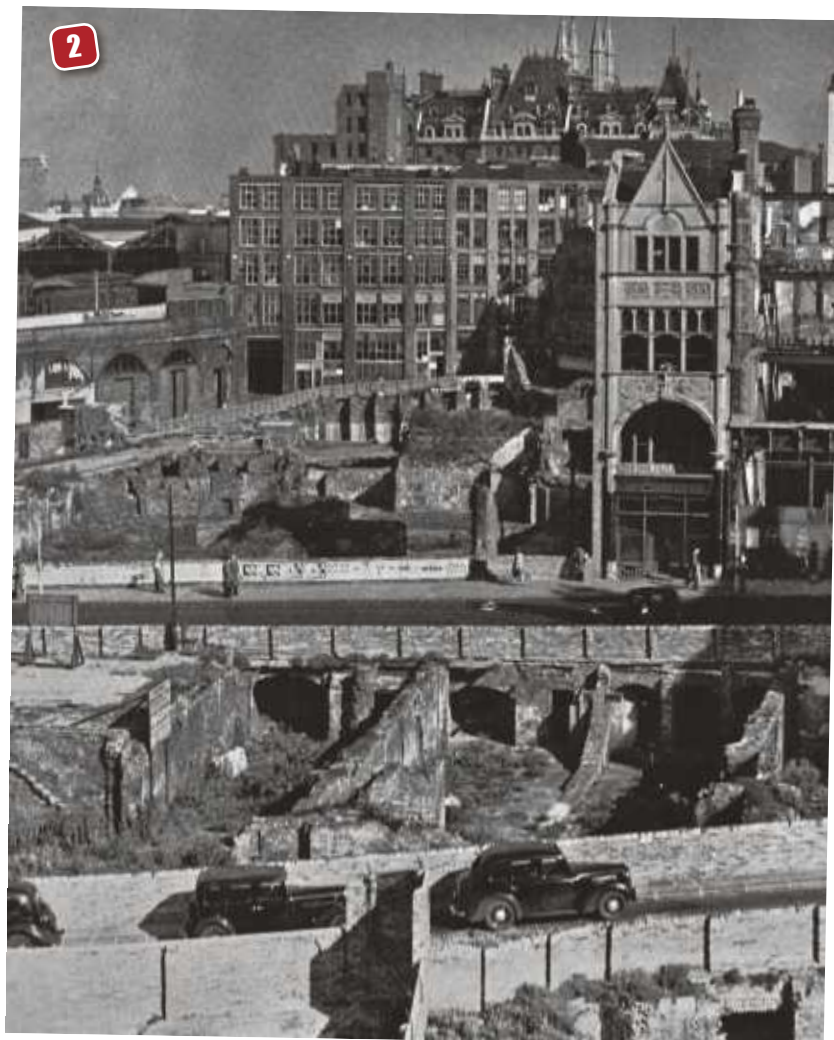
**1:** A view of St.Pauls from Fleet Street and Ludgate Circus shows the original Victorian railway bridge - the building of which was criticised at the time as spoiling the view of the cathedral. The lines were routed underground after the war.

**2:** This photograph was taken at the foot of Ludgate Hill, with the tower of St Sepulchre in the distance. The cars in the foreground are parked on what is left of Carter's Lane – not much by the look of it. We have a pre-war Morris 10hp – the first all-steel unitary construction Morris – a 1939 Ford (note no boot, just a spare wheel cover) and a 1935/6 'D-Back' Rover (probably a 12hp 'four', but it could have been a 14) and... Well, that's about it – there's virtually no other traffic in sight.

**3:** The devastation around St. Pauls is obvious here. The River Thames wharves are just visible top left. 'Traffic' is made up of just three buses and a pick-up towing what seems to be a rather oversize trailer.

and there weren't many – were to succumb to the fires caused by German incendiary bombs. Thanks to those photographs and maps, the report gives us a window into the past.

The key findings of the report? Unlike the all-embracing Town and Country Planning issues raised in the contemporary – and parallel – Abercrombie Reports (amazingly, first published in 1944), the Holden-Holford report doesn't cover wider issues, such as combining all London mainline terminals into a single 'Union Station', as the key stations were all outside of The City boundary. Nor does it discuss the provision of an inner and outer ring road, in the fashion of today's M25 – although one is shown as a future possibility. Holden and Holford were more concerned in freeing-up the traffic flowing between the East End and The City and how existing bomb-damaged buildings could be rebuilt to provide more parking space and greater natural light for office workers.



### NEW THROUGH ROUTES FOR LORRIES

In that context, the idea of excavating underground car parks under the public squares (seven large underground car parks were mooted for The City alone) and how the devastated area around St. Pauls could be 'pedestrianised', were the key ideas, although a new road bridge at Blackfriars was also mentioned. The post-war redevelopment at

Paternoster Square was so awful, it has since been redone for a second time, but no major car parking projects have been undertaken since the 1950s when, rather than help improve facilities, official policy shifted towards discouraging car traffic in London – a stance taken to new levels since Ken Livingstone and Boris Johnson have had their say!

Interestingly, in the light of what was to



**Above:** This map shows the vast areas of destruction around St. Pauls, Moorgate, near Cannon Street, the Tower of London and around Houndsditch and the Royal Mint.



**Above:** Work gets underway. The original caption informs us that 'Sappers' were called in to help clear the vast tonnages of rubble. With just a single Army bulldozer in sight – and no tipper trucks or mechanised means of loading them – this was clearly going to be a long job. The site became the much-hated 'modern' Paternoster Square – now itself demolished.

take place over a decade later in the West of London – the elevated M4 – Holden and Holford did suggest that some major new road construction was needed – but seemed wary of suggesting demolishing buildings that the German's didn't! Top of the list was a new 'Northern Boundary Route' from Holborn to Aldersgate, passing behind Farringdon Street Station and running – on an elevated section – right over the still standing Victorian buildings of Smithfield Market! This was, in effect, the northern half of a suggested inner ring road.

Quite what was planned at Blackfriars is not clear – whether the plan was to demolish the existing rail bridge and/or convert it to road traffic – or instead, build the road bridge over the top of the rail lines isn't clear. But it – and a dual carriage way 'London Wall' route – are the only dual carriageway schemes put forward. Oddly, while a major 'East-West' route was suggested as highly desirable, this fizzled-out at the Tower of London and Tower Bridge approach. So quite how all the post-war lorry traffic was supposed to gain easy entry to the London Docks isn't clear – especially as 'The City of London Corporation' had no remit south of the river.

### HOW TO VISIT A BOMBSITE TODAY

History of course would show, in the long term, that it didn't actually matter much as 'The Docks' would soon be caught-out by an increase in the size of vessels and, later, the move to containerisation, plus the onslaught against the unions by Margaret Thatcher. Today, 'The City' is almost entirely the home of legal and financial 'service industries', while manufacturing, warehousing and most of the specialist trades of the 1930s have gone. Lorry traffic is restricted. Office blocks rule. Yet, as might have been expected, 'industry' didn't

move east. Today, several decades after London's docks closed, most of 'Docklands' is still a wasteland on the very edge of The City of London. Very few new houses have been built for Londoners. There are no new 'Industrial Zones', as Holden and Holford suggested. Just an exhibition site that still feels like a dockyard shed, an airport that hardly anyone uses and a funny little railway that... Well, likewise.

Today, in many ways, the dereliction east of The City is even more striking than it was when the car chase scenes from 'The Professionals' were filmed there. Visit this part of London today and you realise what a huge opportunity

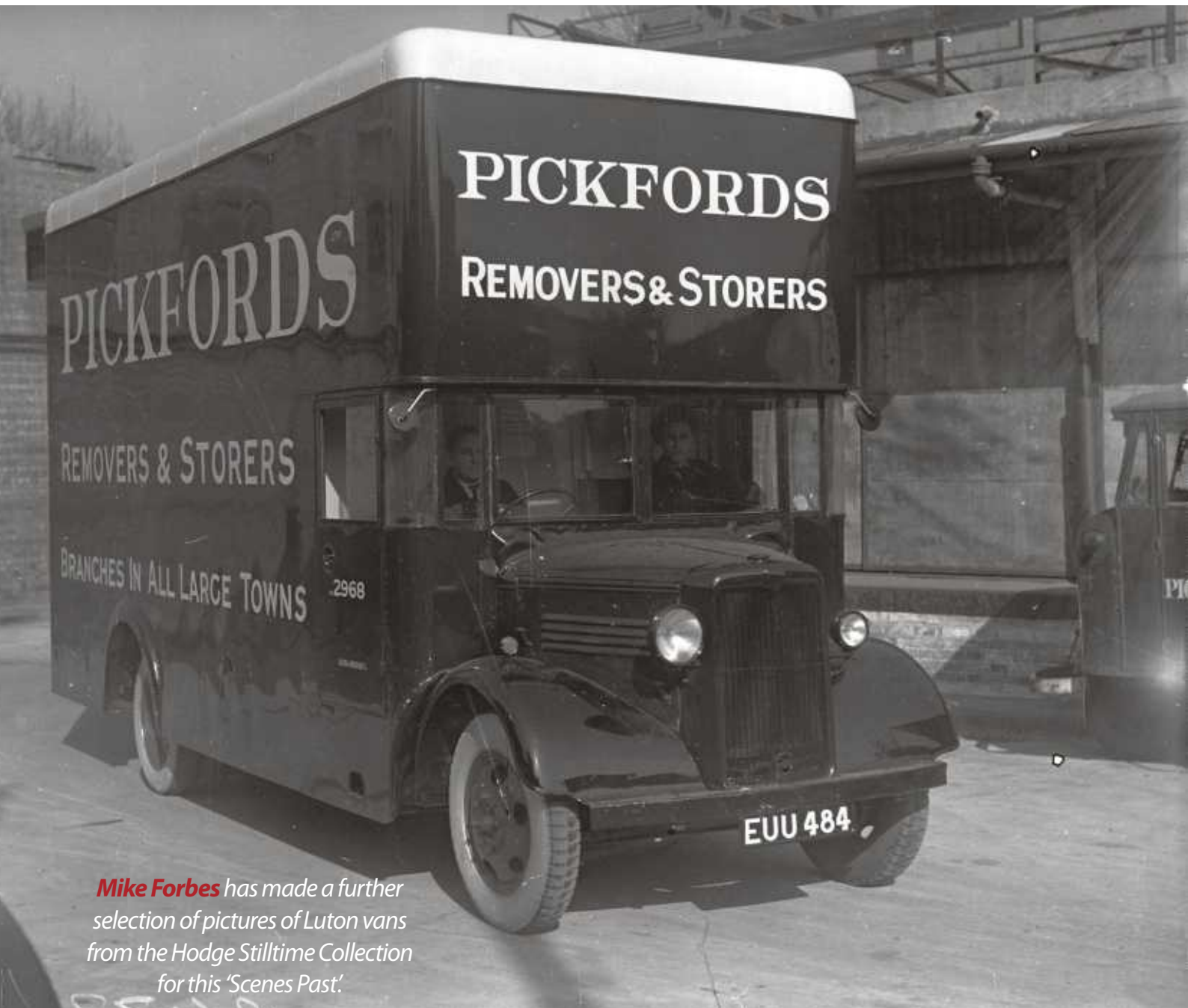
for a new vibrant community has been missed by our modern day politicians, town planners and architects.

What, I wonder, would Holden and Holford have made of that?



**Right:** A colour 'schematic' of the proposed Northern Boundary Route showing an elevated roadway with a lower parking deck for cars. If only!

# MAXIMUM VOLUME



*Mike Forbes has made a further selection of pictures of Luton vans from the Hodge Stilltime Collection for this 'Scenes Past'.*

**W**e previously looked at Luton vans in January 2014 and April 2015, so I've already said most of what there is to say.

Firstly, how this style of bodywork became known as a 'Luton' as it was first used to carry straw hats made in that town.

Then there is the difference between a 'Luton' and a 'Pantechnicon'. My understanding is that a pantechnicon is a Luton van which has the cab built as part of the bodywork. So some of the vehicles here could be described as pantechnicons if you prefer, but most readers

seem to agree with my description.

This type of vehicle has always been popular with operators who have comparatively light and bulky goods to move around. In particular, furniture and bedding, whether deliveries of raw materials, new goods or removals. The style seems to be falling out of favour these days, presumably because sufficient volume can be obtained with the longer wheelbase chassis now available.

Luton vans, with the aerodynamics of a large brick, have never been economical vehicles to run. Surprisingly, they have mostly been built on lighter chassis, of which the engines must

have had to work even harder to propel that big square front into the wind.

However, some of the vehicles seen here have quite stylish coachwork and, with such a lot of space available, lending itself to the 'mobile billboard' role, offer a great promotional opportunity to their operators. There's quite a variety of styles to be seen here, representing different approaches but, in most cases, the main objective is a vehicle offering the maximum volume possible to move a bulky load. Perhaps we'll have another selection for you next year...



**Left:** We're in Central London again – perhaps somebody will recognise the actual street – but it's on the 137 bus route, probably not far from Oxford Street, in the 'rag trade' district. Our main interest here are the Paddington-based Charles Rickards removals vans. There is a Bedford OL, another with the cab built into the body, OMY 382 (Middlesex, 1947), and a wartime Bedford OWL, GYM 889 (London, 1945-6) loading furniture in or out of Godfreys Ltd, 'Londons Leading Agents'. The Bedfords are parked between a Standard Vanguard estate car and a pre-war Ford 8 and Morris 10 van, with an extended roof. The London Transport 'roof-box' RT passing on the 137 has the early-post-war 'reduced' blinds, but the later standard livery with one cream band, and adverts for BEA flights, and is surprisingly the only moving traffic. (CHC aba480)

**Left:** We couldn't really feature Luton vans without a Pickfords removals vehicle. "Branches in all large towns" really meant what it said: not necessarily a depot, but an office at least, so these lorries were seen everywhere. This one was based at Central Street, Islington, London EC1. The Bedford WTL, EUU 484 (London, 1938), with its bespoke bodywork (would you call that a 'pantechicon, with its integral cab?) was spruced up – including whitening the tyre walls – along with a 1947 Bedford OSS artic and 'swan-neck' van trailer, for an early post-war article on moving government departments' furnishings, by the look of some of the other pictures. Here, it was posed 'back at the yard', framed by a Scammell Mechanical Horse and another vehicle. (CHC abd685)



**Above:** We're in Wrexham now, where Aston's, the 'complete house furnisher's' was (and still is, apparently) based. The company ran a varied fleet of vans, including Bedford, Guy and Ford models. This Thames 4D, with the 'Costcutter' four cylinder diesel engine, BEY 871 (Anglesey, 1954), with a well-proportioned Luton van body, was being loaded with a nice new kitchen cabinet for delivery to some lucky 'housewife'. (CHC aba386)



**Left:** A smaller Luton van, coachbuilt on a Morris-badged LD 30 cwt diesel long wheelbase chassis-scuttle. NBL 468 (Berkshire, 1956) is in the livery of Berlei, makers of, ahem, ladies' undergarments. The Morris ran alongside a couple of larger Commer QX van, surprisingly, not Lutons, though. (CHC abb095)

**Right:** A Dodge 300 Series, with the later style grille on its LAD cab, XPM 796 (East Sussex, 1962), in the livery of Bevan Funnell Ltd of Newhaven, manufacturers of 'Reprodex' furniture, which appeared on an early preserved Leyland for many years. The Dodge was photographed near the German-Swiss border, on a delivery run to Italy, followed by Commercial Motor, in the days when such a trip was quite an undertaking under 'TIR' regulations, especially over – and under – The Alps in the winter. (CHC abb609)

**Below:** Some things never change; there was a 75th Anniversary Offer on Bedroom Suites at Astons when these pictures were taken. It was probably not accompanied by endless annoying television adverts, though... Astons' Guy Wolf Diesel, KUN 878 (Denbigh, late 1954), complete with 'Indian chief's head' mascot and radiator muff, plus a coating of road dirt pulls out of the loading bay, leaving a Bedford OWL Luton van with a filthy number plate, from the fleet of Albro of Ipswich – well-known for many years for its fleet of Bedford TK Luton vans and later Volvos, of course – unloading. Notice the beading on the side of the Bedford, suggesting a stylish previous livery. A parked Standard Vanguard Phase III and Hillman Husky estate date the pictures to after 1956. (CHC aba 384)



**Above:** A classic Luton van body on an Austin-badged, diesel-engined BMC FE chassis, VBJ 178 (East Suffolk, late 1956), the registration suggesting it was supplied by Mann Egerton of Ipswich, in the livery of an East London plastics company. It was seen at a display which included many different types of BMC commercial of the mid-1950s. (CHC abe420)



To remind us that not all Luton vans carried furniture, here is the immaculate 'Pride of Clyst', a Devon-registered horsebox – you can just make out the side-ramp and the window in side of the Luton 'head', used for the crew to 'bunk down' with their equine friends. Did the driver subscribe to the 'belt and braces' mode of operation as well as dress-sense? (CHC abc311)





**Left:** One of the fleet of 'London Carriers', the transport arm of Pye, the electrical company, receives attention in the workshops, probably in Croydon. The Bedford TA, an early model with the sidelights in the front wings, not on top, LOY 596 (Croydon, 1953), has a very tall Luton body, which must have been hard work for the petrol engine to push along on a windy day. (CHC abc 966) **Right:** Not a job for a 'fat bloke' or anybody too tall, with N Francis & Co, the London-based parcels carrier. This Thames ET6, NLB 595 (London, 1953) has a narrow opening, and possibly no actual door, to the cab, which the Luton body certainly restricts in height. Notice the advert for Mansion Polish on the side of the van – an additional source of income for the company. (CHC abd935)



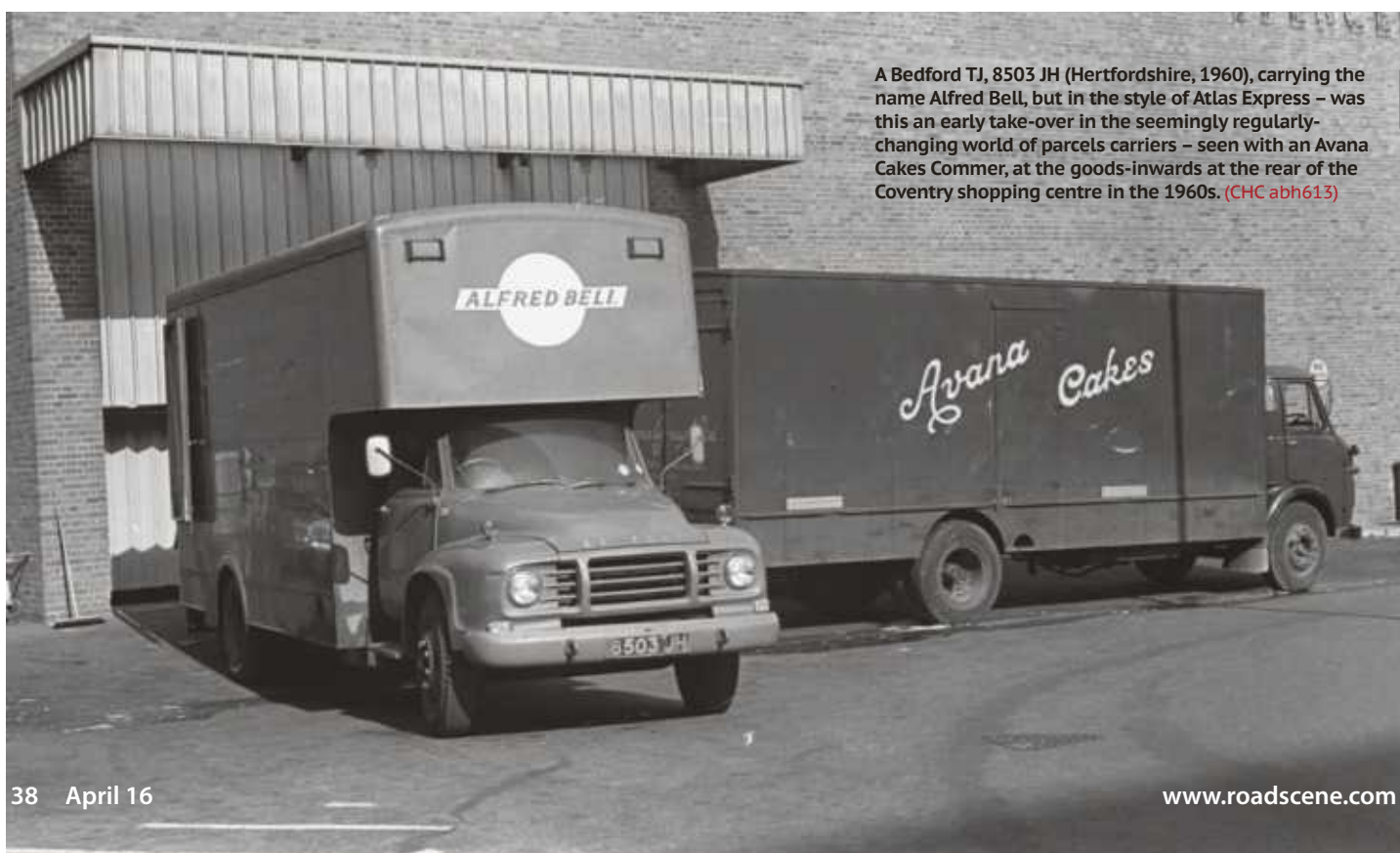
A 'Line-up of Lutons', an interesting selection of vehicles, making up the early post-war removals fleet of Bonds of Chelmsford. From the left, they are a wartime Austin K4, KPU 388 (Essex, early 1946) – possibly an ex-War Department chassis – a post-war Austin K4, LHK 60 (Essex, late 1946), a Bedford M Type, FGY 694 (London, 1938), plus an early 1947 Commer Express van, LHK 983, based on the first post-war Hillman Minx car. (CHC abe916)

**Right:** This really was maximum volume, early 1950s style, with an early Commer QX – with no diesel badges in sight – FAN 553 (West Ham, 1952), with a Luton van body, in the livery of Blue Ribbon Furniture, makes of the 'Put-U-Up' sofa-bed, among other furniture, plus a matching draw-bar van trailer. What a splendid-looking outfit, but a handful to drive, no doubt, and in those days, it would have required a two-man crew. (CHC abj855)

**Below:** Another 1946 Austin K4, presumably seen a bit later in life, GOX 746, of Shenstone Transport, Tyseley, Birmingham, looks decidedly down-at-heel, with battered roof and front wings and a headlamp missing, but seems to have been photographed while still at work. You can't help wondering what the advertisers of Ogden's St Bruno – 'a man's tobacco' – or Wall's Sausages – 'now pre-war quality!' – might have thought, if they'd seen the state of the vehicle carrying their adverts... (CHC abf154)



**Above:** Now we have the first of a series of pictures taken at various Lorry Driver of the Year competitions. This Pickersgills of Bradford pantechicon (Luton body with integral cab?), OKY 500 (Bradford 1958), based on a Bedford diesel chassis, probably an SB passenger chassis, often used as the basis for vehicles like this, was taking part in an LDOY Yorkshire heat, possibly at Montague Burton, Leeds. (CHC abk355)



A Bedford TJ, 8503 JH (Hertfordshire, 1960), carrying the name Alfred Bell, but in the style of Atlas Express – was this an early take-over in the seemingly regularly-changing world of parcels carriers – seen with an Avana Cakes Commer, at the goods-inwards at the rear of the Coventry shopping centre in the 1960s. (CHC abh613)



**Left:** Watts Bros of Beverley was a well-known Yorkshire transport company, with a fleet ranging from eight-wheelers and tippers to Luton vans. One of the services offered was removals, as seen here with Jensen 'lightweight', EBT 201 (East Riding, 1946). The company also had Bedford and Commer-based Lutons in its colours. (CHC abk154)



**Above:** How's this for style? A splendid 1930s livery on a Dennis 45-50 cwt chassis, CUB 741 (Leeds, early 1936), of Newman's Motor Services of Edmonton, North London. There were plenty of transport problems to solve when the picture was taken in the snow, with the headlamp mask suggesting wartime, but hopefully that livery cheered people up and gave them confidence. (CHC abk052)



**Left:** At the same LDOY heat as the Pickersgill's van, Benn's of Halifax Morris-badged FFK, LJX 843 (Halifax, 1959), takes its turn, along with others from this fleet of removals vehicles, carrying the boast 'The world is our boundary'. (CHC abk356)

At an LDOY heat in Oxfordshire, this Dennis Falcon, another passenger chassis carrying Luton bodywork, 106 FMD (Middlesex, 1955), with a stylish body advertising Coldrator refrigeration, but actually part of the Hotpoint fleet, was being manoeuvred under the watchful eyes of the judges. (CHC abg502)





Above: N Norman, makers of fine reproduction furniture, based in North London, was the name on this Thames Trader, XXW 807 (London, 1960), but the registration suggests it might have been on contract from Pickfords. It certainly had a body to maximum dimensions, quite difficult to manoeuvre round an obstacle course like this. (CHC abh584)



Above: Joseph Lucas tended to run stylish vehicles to deliver its car parts and accessories, and none more so than this Thames 4D, UOM 743 (Birmingham, 1957), with its streamlined integral van body, seen at a Coventry Airport LDOY heat. You could see this one in the paddock at the Le Mans 24 Hour race, rubbing shoulders with Ferrari transporters... (CHC abh425)



Above: At the same heat, presumably in the London area, was this Commer QX, with the later style of grille, UYE 282 (London, 1958). Operated by Evan Cook, based in Peckham, South-east London, it was not as tall as you might expect a removals van to be, but was certainly quite long. An Albion of Cohen's '600 Group' waits to reverse into the 'garage' next. (CHC abh585)



Left: And it's down to earth with a bump to finish, with this Freigh Rover Sherpa 255, with an alloy-panelled Luton body, seen at the Motor Show at the NEC around 1982. The adverts said the Sherpa was 'built to take it' – but didn't say what it would take... There were people who swore by their Sherpas, rather than at them, however... (CHC abg777)



1930 AEC Regal with Beadle of Dartford coachwork, Fleet No 24, GF 5250, Chassis No 662200. This one passed to the Ministry of Transport for the War Department in July 1940. (National Co-operative Archive)

# The RACS Coach Fleet

**Allan Bedford** has another look at the coaching operations of the Royal Arsenal Co-operative Society, based in south-east London.

In the last issue, we saw how the RACS set up and ran a fleet of first charabancs, then coaches, from the 1920s onwards. The company was successful, running services to many coastal resorts in the summer, as well as other excursions and private hires. The Co-op was well-placed to pick up trade locally from its many customers.

The RACS was an early purchaser of the AEC Regal from 1930 onwards, although most new vehicles during that decade were Leyland Tigers. Other makes entered the fleet with takeovers of other companies as well and the Society's fleet was over 30 vehicles when World War II broke out and the majority of vehicles were commandeered by the Ministry of Transport for the War Department.

By the end of the war just eight coaches remained in the Society's fleet, as shown in Table 1.

The Society soon placed an order for just eight new coaches, returning to AEC after 15 years and, for the last time, choosing Beadle coachwork. However, none of these were delivered in time for the 1946 season. They took Fleet Nos 60-67, HXX 534-541, with



Above: A trip to Brighton, judging by what looks like the Volks Railway and some brave bathers behind, with one of the first Dennis 4-Tonnors, carrying the 'wavy' Mcleod Chara name over the rear axle. (All pictures from Allan Bedford collection, unless otherwise stated)

delivery spread between December 1946 and March 1947, as seen in a picture with the previous article. Several were later re-bodied by Duple.

The austerity years following World War II, with rationing on petrol ending in 1950, but on certain foods as late as 1954 was, however, a boom time for all forms of public transport. If one was lucky enough to be able to afford a modest new car, a waiting list would be joined of up to three years, as this was the time 'of export or die'.

The shortage of steel and raw materials resulted in many coach operators spreading their chassis and body requirements far and wide, in the hope of the earliest delivery to satisfy the pent up demand. The RACS placed orders with six chassis makers and six coach builders during the 1948-51 period. This demand created a temporary boom for new and short-lived body builders, while some hitherto luxury car coachworks turned to this work in an effort to survive. The Society's assortment of new vehicles is

shown in Table 2.

The very observant will notice that Fleet Nos 72-3 are missing, any information on this apparent gap, perhaps they were temporary members of the fleet, would be appreciated.

This vast investment created a fleet in the 1951-2 period of 46, but this was reduced again by the 1953 season, with the disposal of the eight pre-war survivors.

Meanwhile, the RACS expanded its operations by purchasing two Surrey-based coach fleets, W J Eggleton of Merton and Duval & Sons of Kingston on Thames, as the owners were ready to retire. The Society had many stores in the South-west London area at this time, although none in Kingston, plus a depot in Sandy Lane, Mitcham, so the purchase was a good geographical fit.

The retention of the well-respected Duval name in this area of London was obviously a wise move, having a certain up-market image, and it remained a separate entity up to the winding down of the Society's coach business.

The acquired fleet included Bedford WTBs, Dennis Lancets and examples of the Leyland Tiger and Cheetah, some of which gave another ten years service. Like the Society's fleet, a very mixed bag of chassis/body combinations brought the fleet strength up to 20 by the 1950 season, as shown in Table 3.

The RACS and Duval's fleets continued to trade successfully, with Bedford/Duple combinations purchased for both through the 1960s and '70s, although the services to coastal resorts declined. In spite of the takeover of Surrey Motors of Sutton in 1979, the Duval business closed in 1982, followed by the RACS operations, when the Society merged with the mighty CWS empire in 1985.

*\* In the next issue, we begin our look at the equally fascinating goods vehicle fleet of the RACS.*



**Above:** One of the six original Dennis vehicles, with a passing K Type of the LGOC on route 53, taken from the 1922 RACS cine film 'Trading & Cultural Activities'.



**Left:** This 1926 Dennis, KM 4826, Fleet No 8, carried quite an advanced style of fully-enclosed coachwork by Beadle of Dartford.

**Table 1: Coaches remaining in the RASC fleet at the end of World War II.**

Fleet No	Year Built	Registration	Type
50	1935	BYE 995	Leyland TS7/Beadle
51/53	1936	CYF 225/227	Leyland TS7/Beadle
55	1937	DXA247	Bedford WTB/Duple
56-9	1937	DYO 297-300	Leyland TS7

**Table 2: New vehicles for the RACS coach fleet in the early post-war years.**

Fleet Nos	Year Built	Chassis	Bodybuilder
68-70	1948	Daimler CVD6	Wilks & Meade, Leeds (est 1946)
71	1948	Daimler CVD6	Plaxton
74	1948	Dennis Lancet	Whitson
75	1948	Austin CXB	Mann Egerton, Norwich
76/7	1949	Bedford OB	Duple
78-81	1949	AEC Regal 3	Wilks & Meade
82-85	1949	Maudslay Marathon 3	Whitson
86	1949	Dennis Lancet	Whitson
87/8	1950	AEC Regal 3	Whitson, West Drayton
89	1951	Austin CXD	Churchill, Norwich (est 1946)

**Table 3: The new additions were:-**

Fleet Nos	Year Built	Chassis	Bodybuilder
34	1947	Austin CXB	Mann Egerton
35/6	1948	Maudslay Marathon 3	Whitson
37/8	1948	Maudslay Marathon 2	Whitson
39/40	1948	Maudslay Marathon 3	Whitson
41/2*	1949	Bedford OB	Duple
43/4	1949	Maudslay Marathon 3	Whitson
45/6	1950	Austin CXB	Mann Egerton
47	1950	AEC Regal 3	Whitson

\*The Bedford OBs were sold after just four months service March to July 1949



**1:** The oldest coach to remain with the RACS after World War II was this 1935 Leyland Tiger TS7, No 50, BYE 995, now looking a bit tired in this post-war view. It left the fleet in January 1953 and passed to Banfields.

**2:** The final pre-war deliveries comprised four Leyland TS7s in 1937, all of which carried on until 1953. Certainly not the prettiest of half-cabs, No 56, DYO 297, is seen on a post-war private hire, note the street-sweeper and his cycle-wheeled barrow to the rear.

**3:** Posed when new in the grounds of the Jacobean Charlton House, Leyland Tiger TS7 No 52, CYF 226, from a batch of three, just after delivery from Beadle of Dartford – note the transfer by the entrance step. Some very well-padded seats complete with matching curtains must have made for a comfortable journey. This one was last recorded with the Society in 1942.

**4:** At speed – perhaps on the A24 – a wonderful shot with the 'Esso Driver' streaking past behind! This was a solitary Plaxton-bodied Daimler CVD6, JXP 69 delivered in 1948 as No 71.



**1:** The second of two Duple OB Bedfords, Fleet No 77, KGU 584, arrived in 1949. It is seen loading for the return journey 'somewhere in Thanet'.

**2:** Two attractive 'full fronted' Whitson-bodied AEC Regal 3s joined the main fleet in 1950. Both are seen here, with No 88, KYK 511, in front. This must be around 1961, with new flashing indicators fitted, a Greenshield Stamp Shop and covered-over tram-lines still visible.

**3:** Following the purchase of three Daimler CVD6s, with Wilks and Meade of Leeds coachwork, in 1948, four AEC Regal 3s, with similar coachwork, arrived the following year. Fleet No 81, KGW 944, is seen arriving at Wembley Stadium, a popular destination for this particular photographer.

**4:** Few coachbuilders successfully blended the new Austin 'Loadstar'-derived front end into their designs, and Churchill's effort was certainly ungainly. However, No 89, PPG 410, looks better when viewed from this angle. (PM Photography)



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6



7



**5:** This impressive line up shows virtually the whole fleet, with Maudsley Marathon No 85 to the fore, and includes the remaining pre-war vehicles, seen in August 1952. (National Co-operative Archive)

**6:** Unmistakeably Hastings, with a large contingent of Society vehicles, including two Regal Is, Dennis Lancet No 86, the Mann Egerton-bodied Austin, No 75, and the two OBs, seen around 1951. This site is now covered by the Jerwood Art Gallery, opened in March 2012.

**7:** One of the re-bodied AEC Regals seen in the early 1960s, bound for 'Margit and Ramsgit'. Note the Ford Anglia 105E and Thames Trader to the rear and what looks like a secondhand Hillman Husky for sale. (PM Photography)

**8:** The first of the four Maudsley Marathons, originally carrying half-cab coachwork, No 82, KGT 599, was transformed with a Duple 'Vega'-style body in 1956, as seen at a refreshment stop at the Thorns Hotel with a 'Butterfly' Bedford SB behind, in the early 1960s. (PM Photography)

8





**Left:** The next batch of three AEC Reliances, delivered in 1961, carried the comparatively rare Blackpool-built Burlingham Seagull '70' Coachwork. These suffered build problems and left the fleet after just three years. Fleet No 95, 38 BXC, appears to be parked at the same location as the two full-fronted AEC Regals. One cannot help thinking that the stylist responsible for the attractive front ends on these coaches was inspired by pictures of the 1961 Pontiac range which featured a very similar 'split grille'.



**Above:** A 'one-off' from the Duval fleet, No 33, AAN 39, this 1939 Duple-bodied Leyland Cheetah LZ2, new to Brittens of Hackney Road, was acquired during the early war years and served until February 1954. (PM Photography)



**Above:** This 1948 Maudslay Marathon 3, with Whitson coachwork, No 40, JXT 949, is seen at the same location as the Lancet seen previously. It received new Duple coachwork in 1957.



**Above:** A solitary AEC Regal 3, with Whitson full-fronted coachwork, joined the Duval fleet in 1950 and was identical to the two delivered to the RACS. Fleet No 47, KYK 200, is seen in the early 1960s, receiving a somewhat bemused glance from a passing driver as, although only about eleven years old, it could have come from another planet by this time. Note the small wooden crates of minerals stacked at the rear. (PM Photography).

**Right:** A batch of three attractive 'Butterfly' Bedford SBO/Duples arrived in 1956. Fleet No 53, 568 APJ, is seen arriving at Wembley Stadium.

**Below:** Some years after leaving the fleet and after further service with Cresta Coaches, this re-bodied Maudslay Marathon, ex-Fleet No 35, JXM 563, made what was probably a one-way journey to Afghanistan in 1968. This photo, which turned up on the internet, shows an intrepid group of students at a refreshment halt en route to Ramsgate(!) via the Indian sub-continent. Certainly not a lone quest, as many adventurous travellers from the UK followed this route in a variety of old PSVs in the more peaceful world of those days.



**Above:** Two 29 seat Duple-bodied Bedford VAS coaches joined the Society's fleet in 1967. By the early 1970s, this one carried the Duval name, as seen here at Eastbourne. (PM Photography)



**Above:** A bustling scene at a race meeting, with Duval's Leyland Leopard/Duple Dominant, Fleet No K077, JVS 928N. (PM Photography)



# What's New

**Mike Forbes** discusses some new model releases which will be of interest to Vintage Roadscene readers.

## Oxford Diecast

The flow of new releases continues from Oxford Diecast in all its ranges. The number of completely new models, rather than new colours or versions, puts some other model companies to shame. There have been plenty of new releases recently, many of which will be of interest to Vintage Roadscene readers, the majority being classic vehicles, while the proposed new models for the next six months or so look equally impressive.

Starting with the recent releases in 1/76 scale, new commercial vehicle models include the Scammell Highwayman and low loader in London Brick Company livery, DAF 2800 and tipper trailer in Alfred Hymas blue, ERF EC Olympic and fridge trailer in John Mackirdy livery. An AEC Matador and trailer in Roberts Brothers Circus livery and Scammell Pioneer in Silcock Bros livery are also new. The Matador has also appeared as an Army wrecker, there is a Dorchester Armoured Command Vehicle (ACV) – Matador-based – in camouflage colours (shown here), Scammell Pioneer artillery tractor, Morris J2 army minibus, RAF Austin 'Tilly' and Bedford OY Civil Defence van.

New van models include the Ford 400E in Royal Mail livery and as a British Railways minibus (shown), Commer Q25 in early BR maroon, BR Land Rover hardtop, Post Office Telephones Transit Mk I and two contrasting ambulances, a Tricycle van and a modern Hong Kong Mercedes. There is also set of five Land Rover Series I in AA, PO Telephones, Royal Mail, Civil Defence and RAC liveries. (shown here)

Two new fire engines are an Army Fire Service Land Rover FT6 Carmichael and Dennis F8 in Sussex aluminium finish. Two different new coaches are the Bedford OWB in British Railways grey and the Scania Irizar in Bullocks of Cheadle colours (shown). There is also a new version of the Fowler steam roller.





Recently released 1/76 scale cars include the Austin Seven in black and green, a Bentley Mk VI, Ford Granada in green, Austin 1300 in red, Bentley T2 in black, Land Rover Discovery in blue and Range Rover in silver, Jaguar D Type in US racing colours (the last five shown), VW Golf GTi in green, Volvo 245 estate in green, Morris Traveller in grey, Vauxhall Vectra in Met Police diplomatic protection red and a caravan like the old Dinky in brown and cream,

In the smaller 'N' or 1/148 scale, the latest releases include the AEC Matador with crane in Pickfords livery, Bristol LD Lodekka in Eastern National colours, a Network Rail Land Rover Defender, plus the Scania Irizar coach in Stobart colours and sales trailer in RAC livery (both shown).

In 1/43 scale, the latest car models are the Jaguar XK150 in Donald Campbell blue, Austn Healey BN1 in Spruce Green (shown) and a Bentley Mk VI in green and black.

## New Announcements from Oxford

Lots of new models have been announced for release during the next few months, including many completely new castings. Starting with the 1/43 scale cars to come, there will be a Vauxhall Firenza in red, an Aston Martin DB4GT Zagato and DB2 Mk III in red, another Healey BN1 in black with a red hood, Daimler SP250 in British Racing Green, Jaguar XK150 in grey,

Humber Pullman in Forest Green, Austin Seven in black with red wire wheels and a Birmingham Gas Board Austin Seven van, Rediffusion Ford 400E and British Railways Land Rover 109 and new colours on the pre-war taxi.

In the 1/87 scale series of American cars, new models will include the Ford Edsel and Mercury Monarch.

New models in the range of small 'N' scale will include a Bedford O Luton in



Slumberland livery, AEC Matador with Gordon Highlanders markings, Daimler Dingo armoured car, Bedford MWD, Austin Tilly – all new versions – Civil Defence Land Rover, Scania Pump Ladder, Leyland Royal Tiger in Alexander Northern livery, a Ribble Guy Arab Utility, Panorama I coach in Sheffield United Tours livery and an Ulsterbus Scania Irizar coach. New farm models will be an open trailer, livestock trailer and baler, while new cars will be the Cortina Mk III and Volkswagen Beetle.

There is a long list of new models to come in 1/76 scale. New commercials will be the Atkinson artic in British Rail yellow, the Diamond T in Pickfords livery, Royal Mail Ford Cargo van, Stobart red Kone reach stacker, a Scania six wheeler, Jenkinson horsebox and Quinns Car Transporter.





New fire appliances will be the Fordson 7V heavy pump, Austin ATV in Newcastle & Gateshead maroon and Bristol Airport Thornycroft Nubian. New military vehicles will include the Dorchester ACV in Polish Division camouflage, Daimler Dingo, RAF blue motorcycle and side-car and Mini, Bedford QLR with 'office' body, QLT in P O Telephones livery and Bedford OWLC tanker in 'Pool' grey.

Buses to come in 1/76 scale include the Leyland PD2/12 in Southdown livery, Bedford OWB in Warstones colours, Leyland Royal Tiger in Standerwick livery and a Blackpool Routemaster. A new Fowler Showmans will be 'King Carnival' and the Massey Ferguson 135 will come in red without cab, to join the yellow version with a cab.

New vans to come include the Ford 400E in P O Telephones and Maidstone & district liveries, Transit Mk I in yellow Carlisle Fire Brigade and British Rail liveries, AA Transit Mk 3, and Mk 4 in Network Rail and Royal Mail colours. The Transit Connect will come in Garda and Stobart liveries. The Land Rover Series I will come in RAF and RCT versions, the Series II in Royal Navy livery, the Discovery in Metropolitan





Police colours, Defender will come in RNLI livery and four civilian versions. The Morris J ice cream van will appear in Di Maschios colours and J2 in Scottish Ambulance Corporation livery.

New 1/76 car models will include the Austin A60 in grey, as seen at Gaydon, Aston Martin DB2 DHC, Austin 1300 in white, BL Princess, BMW 328, Vauxhall Cavalier in red, Ford Fiesta in Jade Green, Jaguar F in green, Golf GTi in bronze, Viva HB, Hillman Imp, Jensen Interceptor, Mini Cooper, MGA, MGB GT, Mini 1275 GT, Salford Police Morris Oxford, VW Beetle, Volvo Amazon, Sunbeam Rapier, Triumph 2500 and Standard Flying 12.

Quite a list of interesting new models to come, joining the great range of different vehicles already available. All the new releases can be seen in the new Oxford Diecast catalogue, or you can find out more by joining the Collectors Cub – details on [www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

## Base Toys, Britbus and Asian Bus

The latest models to come in the Base Toys range include an AEC Mammoth Major eight-wheeler and draw-bar trailer in Silver Roadways livery, Leyland Beaver platform lorry and dropside draw-bar trailer in British Road Services livery, Leyland Comet with packing cases in 'BRS - Davis Haulage Poplar' livery, Leyland FG in red Co-operative Fuels livery and Co-op blue and white, plus pairs of fork-lifts



in British Railways and British Rail colours and Bristol Lodekka LDs with short and long radiator grilles in United Counties livery. Recent models include a BRS Dodge Kew artic and Karrier Bantam in BR yellow, with a maroon and cream box van trailer.

A new Britbus model is the Scania Omnidekka

in the recent 'Stagecoach in Chesterfield'. A revival of the Asian Bus range sees several version of the Guy Arab double-decker in China Motor Bus blue and cream or red and cream, plus the Guy Arab tow truck and water tanker conversions in CMB blue and cream, red and cream or the later yellow.

## Exclusive First Editions

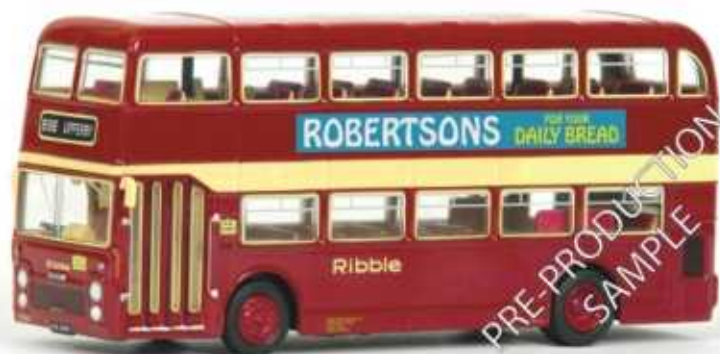
EFE continues to fill in the gaps, with lots of interesting new versions of the many different castings in its range. Two new Bedford TK rigids are a dropside in Alder Valley National Bus Company green livery and a platform lorry in British Railways maroon and cream, representing preserved vehicle, 423 PRO. Hopefully, there will be more EFE commercials to come like these.

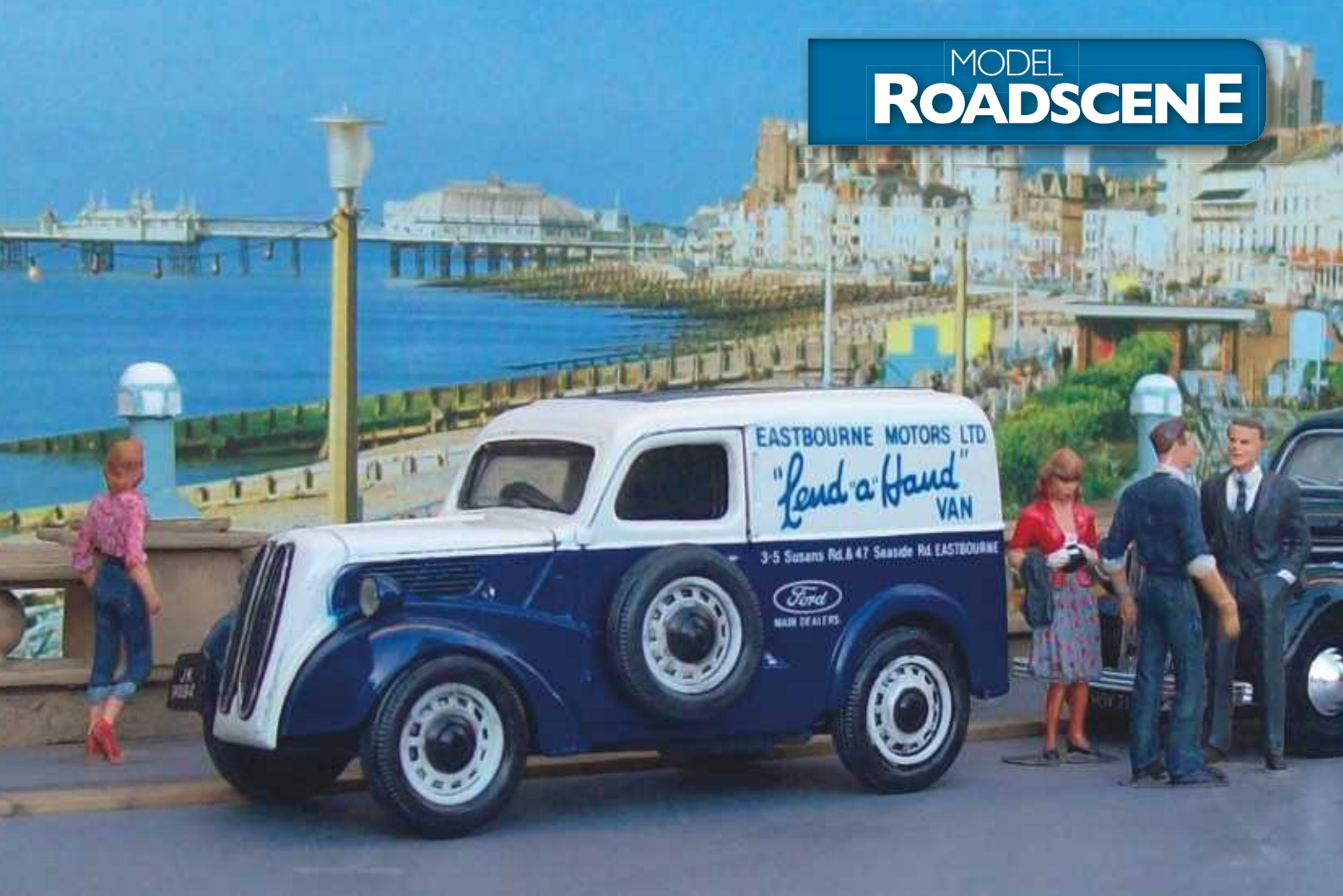
The latest bus models include a couple of early flat-screen Bristol VR double-deckers, in pre-NBC Lincolnshire Tilling Green and Ribble maroon, along with a Ribble Plaxton Panorama in maroon and cream. New London buses are an LT red RT with no adverts, an Arriva London Routemaster RML, a BEA orange Routemaster RMA and a Leyland Titan in Bexleybus blue and cream. Ex-London buses are a Western Scottish DMS and Oxford Bus Company Leyland Titan. New Leyland Nationals are in Plymouth and Northumbria liveries, there is a Plaxton Pointer Dart in First Capital red and yellow and a Greater Manchester Standard Atlantean. A Leyland Olympian will be in Tees & District colours, while models of older vehicles include a 30 ft BET single-decker in Hebble livery, a Bristol



RELL in Bristol NBC livery, an ex-Southdown Harrington Cavalier in NBC white coach livery, carrying the Royal Blue fleetname and a Guy

Arab Utility in Burton Corporation livery, quite an interesting spread of different types from different areas and periods.





Eastbourne Motors' 'Lend a Hand' Ford E494C service van, JK 9884 (Eastbourne, 1947), attends to a Ford V8 Pilot HOY 712 (Croydon, 1949), which is proving reluctant to start. The Pilot's owners seem relieved that they may be able to get home after their trip to the seaside. The van model is a Corgi 'Classic'.

# A VAN FOR ALL REASONS

**Graham Dungworth** has created more of his classic scenes using models against interesting backgrounds, this time featuring some light vans.

**M**ike Forbes' article 'Light Vans – Often Overlooked' in issue 191 (October 2015) prompted me to look at the models of this type of vehicle offered over the years by various manufacturers. Light vans have always featured strongly on the roads of Britain. Just about every business you care to mention will have used a light van at one time or another, not only for deliveries and collections, but also as a mobile billboard proclaiming the excellence of the company's products or services. The butcher, the baker, OK, there never were that many candlestick makers around, but I'm sure that the ones that did exist would have had their own van!

Most manufacturers offered light vans in their ranges, either as versions of saloon cars, known as car-derived vans, or as distinct vehicles in their own right, often referred to as 'panel vans'. Similarly, light vans have



A Morris Commercial J Type of 'Pickfords Express Delivery Services', RRU 214 (Bournemouth, 1955), is pictured delivering urgent marine spares 'down by the docks'. The dock manager and one of the dock workers are meanwhile getting dive-bombed by seagulls! This is a Corgi 'Classic' model.

always been popular with toy makers, as far back as December 1933, when Hornby Modelled Miniatures (the name Dinky Toys would not be adopted until April 1934) released boxed set No 22, costing four shillings, including a van, two cars, a motor lorry, a tractor and a tank. Though originally intended as accessories for 'O' scale model railways, Hornby soon realised that the models of road vehicles had become very popular with the buying public as a separate item, and the rest as they say, is history.

The van from set No 22, though it bore a passing resemblance to a Morris, was purely generic, but Dinky would soon be offering realistic models of vehicles which children could identify on the high street. I'm willing to bet that most of us would have owned a Dinky Toys Trojan, Morris Commercial, split-screen Bedford CA or Austin A40 van at some time in our childhood – or since – not to mention my favourite, the Morris Z'Post Office Telephones' van. Hands up anyone who had one!

In recent years, excellent, well detailed models of light vans have been produced by



As the farmers market is being set up for business in the market square, Morris LD 30 cwt, JWB 118B (Sheffield, 1964), is being unloaded by fruit and vegetable merchants, with a Ford 105E Anglia van trying to get in on the act in the background. They'd better get a move on, the tarpaulin cover isn't even on the temporary market stall yet. The well-weathered LD model is from the Lledo 'Days Gone' series.

Corgi 'Classics', Lledo in the 'Days Gone' and 'Vanguards' series, Oxford Diecast and the Matchbox 'Dinky Collection', to name but a few. These models are purely an exercise in nostalgia, try spotting the real vehicles on today's roads, but it is from these sources that I have drawn the models to illustrate this article.

In my pictures I have attempted to portray light vans at work, doing exactly what they were designed to do, some smart and well maintained and others, let's just say 'well used'! Typical of the 'car-derived' light vans are the Commer 8cwt van based on the Hillman Minx, the Austin A40 GV4 10cwt van which drew its origins from the Austin Devon



So many rural shops depended on deliveries by light vans. Here Fordson E83W, 174 ATE (Lancaster, 1956), delivers a couple of cartons of 'Heinz 57' products to the local Post Office and Store on a summer day with a threat of rain in the air, as a neighbour gets into his Morris 1000 Traveller. The model van is from the Matchbox 'Dinky' range.



In the picturesque village of Corfe Castle the driver of the 'Hoover Service' Austin A35 van, VTK 171B (Dorset, 1964), chats to a satisfied customer. The Triumph Herald in the background looks well cared for. The A35 van is a Lledo 'Days Gone' product.

saloon, the Ford E494C 5cwt van based on the E494A Anglia saloon and the ubiquitous Austin A35 van.

At one time you could hardly walk down any street without seeing an Austin A35 in some shape or form, it was introduced in 1956 as a replacement for the A30 and famous owners include F1 World Champion James Hunt (he had a 1967 A35 Countryman GDX 249E) and, of course, Wallace and Gromit!

To illustrate the 'panel van' I have selected the Morris Commercial J-type 30cwt, Fordson (later Thames) 10cwt and Morris LD 30 cwt,

distinguished from the one ton version by the higher and more curved roofline. Perhaps the filthy condition of this van is more typical of a working vehicle than some of the immaculate examples in my other photographs!

If I had to choose vehicles from the 'golden age' of Dinky and Corgi they would be the Dinky No 295 Standard Atlas Kenebrake from 1960, Corgi No 420 Ford Thames 400E Airborne Caravan from 1961 (I had one of these as a child) and Corgi No 428 Karrier 'Mister Softee' Ice Cream Van from 1963. My regular visits to flea markets and antique

shops have, as yet, failed to unearth any of them, but I live in hope!

Finally, my thanks must go to Mike Wollerton at the Todmorden Toy and Model Museum and Shop (todmordentoyandmodel@hotmail.com) who supplied no fewer than six of the models in the photographs which accompany this article. Mike has a display of my model vehicles in the museum, some of which are for sale. He's also a really nice guy, so if you happen to be in the area, please pop in and have a chat with him.



Left: A very smart Commer 8cwt van, FYO 807 (London, 1939), is seen delivering 'His Masters Voice' products to A J Curtis Radio and Electrical, with Mr Curtis himself looking on. Presumably the registration number has been transferred from an older vehicle as the Commer dates from 1948. The model is a Matchbox 'Dinky'. Right: In the charming village of Lyndhurst, a 'Brooke Bond Tea' Austin A40 GV4, JFW 390 (Lindsay, 1952), turns off the A35 and heads for Beaulieu, passing a young couple out for a stroll. The model is from Matchbox 'Dinky' and, despite my best efforts, it still doesn't look right, the problem is possibly the ride height...



**Left:** A classic Bedford OB, in the stately 'Bluebird' livery of Alexander & Sons Ltd is joined by a 1940s Fordson tractor. As for the cow, in days of old, they were everywhere, on the open road at milking time... **Right:** Terry is seen at the wheel of a Bedford SB8 in the summer of 1963. A 'Bluebird of Weymouth' coach, new in 1958 – sorry it's not an OB!

## An Avalanche of OB and OWB Coaches

**Terry Giles** commemorates 75 years of the Bedford OB coach with a special model display.

**N**ow 75 years have flown by since the Bedford OB was born, just like myself, straight into a World War. Here are 75 in the springtime of their lives. The OWB has to be mentioned in this cavalcade. During World War II, the Ministry of Supply chose Bedford as the sole manufacturer of single-deck buses.

Bristol Omnibus Company had 50 allocated to it in 1942, all delivered in a khaki livery. Every town and city had them and they were soon repainted in the relevant company colours. I had the extreme pleasure of a trip to Bristol Zoo with my grandmother in a luxurious OWB, sitting on its cozy wooden slatted seats! At that time, this was a grand day out. My vintage wife of many long years, Carol, often made school journeys in a slightly battered OWB, all the way to the secret ammunition dump near Bath. Failing that, she walked the two miles each way along country roads, whatever the weather or time of year. Those were the days!

A fine example associated with the birth of the OB is connected with Southern National. The company actually received a surprise delivery of 11 Bedford OBs, out of 20 ordered during 1940. When production ceased in 1951, 12,766 OBs had been built, costing between £500 and £600 each.

I do feel quite pleased to say that I did experience the wonderful day tour and magical mystery tour in the iconic OB. Obviously, we all know, they are well



**Above:** 75 years of the Bedford OB are celebrated with that number in miniature – one for each golden year.

### The Rhyming Story of the Bedford OB

*The wondrous sound of the Bedford OB  
Making its way, trouble-free  
Taking the evening mystery tour  
Getting there, safe and sure.*

*No griding rasp from a hasty gear  
As the village inn gets very near  
Twenty-nine leave the coach  
As for the driver, he's beyond reproach.*

*A photograph, yes, near the bus  
All lined up with little fuss  
Soon all aboard –  
The driver thinks of some reward.*

*A fast ride home, forty miles an hour  
What absolutely heavenly motor power  
Everyone hoped for the grand front seat  
To make their journey just complete.*

*Did God create this Bedford wonder?  
Let no one deny or put asunder  
As we take the road and glide away  
On yet another OB day.*

and truly about today, often seen in large numbers at various events.

I am sorry that my avalanche of OBs are in miniature, but where on earth would you park 75 full-size coaches in 2016? Somehow a sentimental SB has managed to cautiously creep into the scene, maybe for personal reasons...

Included in the cascading picture of Bedfords is a part of my collection of OB and OWB models. The extremely recognisable Corgi Classic is there in abundance, accompanied by Exclusive First Edition and Oxford Diecast models in various scales in a miniature gathering. Most well-known coach companies are certainly there.

It is remarkable how many elderly people will remember and talk about these Bedfords. They are right up there with iconic people, events and places, such as Winston Churchill, Victory in Europe and over Japan Days (VE and VJ) and that very first trip ever to the seaside, just after the war. The OB has everlasting memories to share with everyone, whatever their age.



# Rallies 'Down Under'

*The classic vehicle scene in Australia seems as vibrant as it is in Britain, with lots of rallies and other events for owners to show off their restored vehicles. And a lot of those vehicles will be familiar to many of us.*

**O**ur friend Graeme Oliver has sent some pictures from a rally in Gippsland, a mainly agricultural area which makes up the eastern part of the state of Victoria in southern Australia near to where he lives. Reference to the Internet shows that there are many rallies held in the area during the summer months – that's our winter in Britain.

There are lots of well-restored vehicles to be seen at these rallies. Many of them are quite recognisable to us in Britain as, while we still had a commercial vehicle industry building lorries, they were exported to Commonwealth countries like Australia.

In addition, there are plenty of American, Canadian and locally-built models, which add a little more interest and variation. Like the British models, these Australian lorries differ in many ways from those to be found in their native lands, with locally-built bodies and features like 'roo-bars' – more essential equipment than the decorative accessories they would be over here in the UK or, indeed, North America.

The Australian market is a tough test of vehicles, especially commercials, as many of the roads are not built to a high standard, especially further away from the city areas, so the survival of many of these preserved lorries is doubly impressive. The owners have also obviously put a lot of effort into restoring and presenting them in such good condition.

I must thank Heather Arnold and her Historic



**Top and above:** This Commer QX artic unit, dating from 1961, fitted with the TS3 two-stroke diesel – known as a 'Knocker' in these parts – belongs to John Gramlick. It is seen performing in the parade ring and parked next to his 1970 Commer PB van. The trailer was built by McGrath in 1950.

Trucks 'blog' for much of the information I've been able to add to Graeme's pictures. The Gippsland rallies are held at Alexandra, Echuca, Lancefield, Maffra, Clunes, Darnum Hall, Dubbo, Garfield, Sandown and Yarra Glen, to name just a few of the events she regularly reports on.

Their rallies, road runs and other events appear to be run on similar lines to those held in the UK, although perhaps the most obvious difference is that the weather can be relied on to a far greater extent not to spoil everybody's day out! The pictures speak for themselves...

**Right:** Another early 1960s artic unit with British origins is this Leyland Comet, its LAD cab adorned with various Australian extras, like the bug-guard. All these vehicles have the white on dark red Victoria 'Club permit' licence plates.

**Below:** The Bedford J Type is as popular in Australia as in Britain. Here a J5 and two of the lighter J3 models rub shoulders with American vehicles, like the International on the left.



**Left:** Here we have Joe Beaumont's 1942 Ford on the left, with a Bedford M Type and the International again.

**Right:** John Ferguson's 1949 International KB6 is usually seen these days with a draw-bar trailer, both loaded with 'Ampol' fuel or oil drums.





**Above and right:** This American truck is a Federal timber 'jinker', in the livery of Mick De Vries of Drouin. The vehicle and the bogie pulled up on the back have bolsters to carry lengths of timber.



**Above:** The bonneted American Mack B Series appears to have been as popular in Australia as it was in Europe, judging by this line-up.



**Above:** Graham Young's Bedford TK in Hazelwood Harvesting livery would not look at all out of place at a vehicle rally in the UK.



**Above:** This Diamond T 'tray truck' – that's platform lorry to us – dates from 1937 and belongs to Bob Lee. It is seen at many rallies around Victoria.



**Above:** This 1976 International six-wheeled tractor unit belongs to Ian Latham, and often arrives at rallies loaded up with his tractors.



**Above:** Heather Cameron's Dodge is a smart-looking American bonneted lightweight.



**Above:** A Morris LC5 from the mid-1950s, in the livery of a Dandenong tyre company is another which would fit in well at any UK rally.



**Above:** Fred Black's 1970 International ACCO 1800 – a model designed and built specially for the Australian market – sports a Perkins badge on its grille.



**Above:** A mid-1960s Holden 'Ute'. This type of car-derived pick-up has always been popular with the Australians and one of their rallies wouldn't be complete without some.



**Above:** It's hard to think of a rally without a Series I Land Rover wherever you are.



**Above:** This Dodge Fargo utility or pick-up looks more American than Australian.



**Above:** How about a Ford Cortina Mk I? The two-tone paint job and accessories make it look rather different, but it's in splendid condition.

**Right:** A Jaguar Mk V in lovely condition.

**Below:** Tony and Glenys Hackett's 1957 REO Gold Comet in the parade ring. The American lorry-maker REO made inroads into the UK market in the 1930s, but did not carry on in post-war years as it did in Australia.



**Above:** What rally anywhere would be complete without a Morris Minor....

**Right:** .... or a Ford Model T like this one?





Above: Foden and Sentinel steam wagons can be seen at Australian rallies, just as they are in the UK.



Above: Beautifully restored Marshall traction engine and Ruston steam roller to make UK rally-goers feel at home.



Above, below and right: 'Little Grey Fergie', Fordson Major and Nuffield Universal tractors, all part of the Commonwealth connections of days gone by.



# Rally Diary

*Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.*

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

As usual, events have carried on over the winter months, with enthusiasts braving the cold to bring out their vehicles, but the season really gets going over the Easter weekend, which is quite early this year, so here is the first of our 2016 Rally Diaries, covering the weekends between the publication dates of this and the next issue.

If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages.

Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages...

## MARCH

**19th March** – Grand Vintage Bring & Buy Sale, East Somerset Steam Railway, Cranmore, Somerset BA4 4QP, 01225 754374. e-mail: petegear@hotmail.com  
www.wessexsec.org

**19-20th March** – Spring Transport Festival, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW, 0161 205 2122. E-mail: email@gmts.co.uk www.gmts.co.uk

**20th March** – Garstang Autojumble, Hamilton House Farm, A586 off A6, Garstang, Preston, Lancashire PR3 0TB, 07836 331324. e-mail: info@garstangautojumbles.co.uk  
www.garstangautojumbles.co.uk

**25-28th March** – Easter Vintage Festival, Quorn & Woodhouse Station, Great Central Railway, Quorn, Leicestershire LE12 8AG, 01509 6322315.  
e-mail: michael.stokes@gcrailway.co.uk  
www.gcrailway.co.uk

**25th March-10th April** – Easter Holidays – Tank Men, The Tank Museum, Bovington, Wareham, Dorset BH20 6JG, 01929 405096 e-mail: info@tankmuseum.org  
www.tankmuseum.org

**26th March** – South Midlands Autojumble, Ross-on-Wye Livestock Centre, Herefordshire HR9 7QQ, 01989 750731 e-mail: johnharding197@live.co.uk

**26th March** – Lincoln Autojumble, Hanger 1, Hemswell, Lincolnshire DN21 5TJ, 07816 291544.  
e-mail: lincolnautojumble@hotmail.co.uk  
www.lincolnautojumble.com

**26-27th March** – 18th Kirkby Stephen & Brough Classic Commercial Vehicle Rally, Kirkby Stephen, Brough and surrounding area, Cumbria CA17 4AY, 01539 623254 e-mail: wh@cumbriaclassiccoaches.co.uk  
www.cumbriaclassiccoaches.co.uk

**26-27th March** – A Pageant of Transport, The Beach Lawns, Weston-super-Mare, Somerset, 07715 620952.

**26-28th March** – Easter Weekend Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft DN8 5SX, 01724 711391. e-mail: trolleybusmuseum@sandtoft.org  
www.sandtoft.org

**26-28th March** – Easter 1940s Event, Crich Tramway Village, Town End, Crich, Derbyshire DE4 5DP, 01773 854321. e-mail: enquiry@tramway.co.uk  
www.tramway.co.uk

**27th March** – Museum Open Day, Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT, 01522 500566 e-mail: info@lvvs.org.uk  
www.lvvs.org.uk

**27th March** – Transportfest, Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA, 01621 843183 e-mail: enquiries@museumofpower.org.uk  
www.museumofpower.org.uk

**27th March** – National Vintage Tractor Road Run, Smeathorpe Stadium, near Honiton, Devon EX14 9RF, 01822 810027 e-mail: blacksheep@thealecrafts.co.uk



**27-28th March** – Medway Festival of Steam & Transport, The Historic Dockyard, Chatham, Kent ME4 4TZ, 01634 823816 e-mail: aalmond@chdt.org.uk  
www.thedockyard.co.uk

**27-28th March** – Motorfest, Weston Park, Shifnal, Shropshire TF11 8PX, 01527 831726. e-mail: info@geminievents.co.uk  
www.classicmotorshows.co.uk

## APRIL

**2nd April** – Heritage Transport Show & South East Bus Festival, Kent County Showground, Detling, Maidstone, Kent ME14 3JF, 01622 633975 e-mail: ellie@kenteventcentre.co.uk  
www.kentshowground.co.uk  
www.arrivabus.co.uk/south-east-bus-festiva

**2-3rd April** – St Dennis Steam & Vintage Rally, St Dennis, between Newquay and St Austell, Cornwall. e-mail: lobb81@googlemail.com

**3rd April** – Spring Tractor Run, Central Car Park, South Molton, Devon EX36 3BU, 01271 378019. e-mail: smvrcontactus@bormanweb.co.uk  
www.smoltonvintagerally.co.uk

**3rd April** – Spring Road Run (Commercial Transport in Preservation) starts at Central Car Park, Warminster, Wiltshire BA12 9AD, 01747 823365. e-mail: m.bailey1950@btinternet.com  
www.thectp.org.uk

**7-10th April** – Great War Steam Fair, Beamish Museum, Beamish, Stanley, Co Durham DH9 0RG, 0191 370 4000. e-mail: museum@beamish.org.uk www.beamish.org.uk

**9th April** – Classic Commercial Show, Three Counties Showground, Welland, Malvern, Worcestershire WR13 6SP, 0844 995 9657. www.classiccommercialshow.co.uk

**9-10th April** – Rail Road 2016, Model Railway and Transport Show, Astley High Sports College, Yew Tree Lane, Dukinfield, Manchester SK16 5BL, 07719 259638. e-mail: superscout@sky.com  
www.tamevalleyscouts.org.uk/event-view

**9-10th April** – Eastern Counties Vintage Tractor Show, Norfolk Showground, Costessey, Norwich NR5 0TT, 07836 620506. e-mail: roger.desborough@btconnect.com  
www.easterncountiesvintageshow.co.uk

**10th April** – Emergency Vehicles, Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE, 01975 562292. e-mail: info@gtm.org.uk  
www.gtm.org.uk



Barry Fenn went to the tractor show at Malvern on 28th February and saw some interesting commercials, including 557 FNU, originally a butcher's van, but restored in Essex dealer, Eastern Tractors Ltd livery.

*Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given.*

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Ford D' Series  
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## RACS AND DUVALS

Just for the record, on page 17 of Allan Bedford's interesting piece on RACS and Duvals, he refers to Surrey Motors ceasing trading at the end of 1979. While the majority shareholder, The Rees Jeffreys Road Fund, no doubt decided in late 1979 that the coach division should close, it was left to the board of Surrey Motors to decide the date it would actually cease, at a board meeting held on 21/1/1980, and the date they chose was 30/04/1980.

Surrey Motors was always a three 'division' concern and the 'Toolroom' (a precision engineering workshop which over many years had supplied parts to Rolls Royce Aviation, Smiths Industries and others) continued to function for a little longer. The garage business had been shut down first (another victim of British Leyland). The shareholders of Surrey Motors did not sell out until 2/11/1987, in the meantime they received much higher dividends from Surrey Motors as a property company than they had ever received as a trading concern! Surrey Motors as a registered company still exists, as a subsidiary of a larger property investment concern. I am grateful that I have had their consent to continue to use the full livery and name on two preserved coaches.



I attach a picture of the Shaw & Duval 1930 Dennis Arrow with Duple coachwork, which may be of interest. Apparently this coach and its sister 8701 went to Hawkers in 1940, but both returned to Duvals after World War II ended for a couple of years! Whether or not they were officially

'requisitioned' and bought back, or had been hired during this period, perhaps Duvals minute book has the answer? The photo is from a copy negative held by Alan Cross – it would appear to be an official view taken for either Dennis or Duple?

## ETON GARAGE

As an early apprentice preservationist who joined the VPVS in 1960, as an 'Associate' member (Under 18 and not a vehicle owner!), I was 'volunteered' with others to clean up the Leicester Renown at Eton Garage – probably in 1962, before it was taken north to a new museum project at Measham, a proposed offshoot of Beaulieu. The arrangement was that if the VPVS/HVCV spruced up the interior, then the museum would give it an external repaint. The museum opened in 1963 but closed in 1966 without the bus being painted! I think it went to the EATMS at Carlton Colville in 1966.

Eton Garage was on the west side of the Balham High Road, on a large site which started from the corner of 'Upper Tooting Park' and ran north towards Marius Road. While I didn't immediately recognise the building in the background of the photo reproduced, this was probably because at the time I was more interested in a large double-gabled building, also part of site (positioned in line with the photographer's right shoulder). Emblazoned over the firmly-shut doors



was 'British Films' and my older mentors, including Ken Blacker casually remarked that it was an old tram depot.

The whole site was redeveloped in the 1990s, but a new filling station was incorporated (266, Balham High Road), roughly forward of the 'hanger'-type building shown. The land at the back is now housing.

A short illustrated history of Marius Road Tram depot can be found on the 'Tramway Information Website' of the TRLS. The depot was in use from 1880 until 1924. A photo taken in 1927 showing Eton Garage on the old depot building can be found on the 'Lambeth' local history site.

**David Hurley, Worthing**

## WANT TO SEE CONVERSIONS

I am a subscriber by post of Vintage Roadscene and Classic Commercials magazines. Unfortunately, I am in a nursing home and my daughter does the mailing side of things.

I went to school during World War II, so I saw many US Army vehicles, such as Studebaker, Chevrolet, Corbitt, Diamond T and many others. I wonder if Classic Military Vehicles will show any of these?

While on the subject of World War II, do your archives include vehicles with wood-burning and gas equipment, buses, lorries and taxis? Also missing are all the ex-World War II recovery vehicles, such as Morris commercial, Humber and many others, converted but now forgotten.

Another interesting subject is buses converted into tree-loppers and towing vehicles, recovery or mess-rooms, clothing stores and other guises. A subject for the Classic Van magazine is the number of cars converted to pick-ups, vans and station wagons.

It is a pity that so many vehicles were converted, did the job and then were scrapped and forgotten. I would appreciate hearing more about all these vehicles, as it's a lonely life here...

**Gordon Blunsden, Basingstoke**

*You mention a lot of interesting types of vehicle Gordon. We will have to look through the files and see what we can come up with. If any other readers have pictures of converted vehicles, especially ex-military or buses, we'd love to use them in the magazine.*

## 'ON THE DUST'

I would like to congratulate you on 'On the Dust', the latest issue of Road Haulage Archive, which particularly appealed to me, because I have a special interest in municipal vehicles. It is particularly good to see so many photographs, which do not appear to have been published before.

I have been trying to identify the operator of the Mechanical Horse with the fleet number PWD 67, which appears on page 16. Searching for the coat of arms on the internet led me to the City of Cardiff, which does indeed have a goat on the left and a sea horse on the right of its coat of arms – a somewhat strange combination! There is an example on the web page: [http://www.civicheraldry.co.uk/wales\\_current.html](http://www.civicheraldry.co.uk/wales_current.html).

I wonder if I could point out that the captions of the two photos on the upper part of pages 44 and 45 have clearly been transposed. It is particularly interesting to see a refuse vehicle which just worked within one industrial site. Such vehicles would certainly seldom have been photographed.

Last month I e-mailed you with a list of suggestions for future issues of Road Haulage Archive. Having now seen 'On the Dust', I would if I could make an additional suggestion for an issue on municipal vehicles dedicated to highways work rather than refuse work. A variety of specialised body types spring to mind, many of which would have been particular to council operators, for example: dropside tippers, including three-way tippers, tower wagons used for street lighting maintenance, diesel rollers, and even tar-sprayers. In some cases, ordinary tippers were temporarily adapted by means of detachable equipment or demountable bodies, eg snow ploughs, grit spreaders, and gravel spreaders for surface dressing work, or old vehicles were converted into grit spreaders.

I look forward to future issues of Road Haulage Archive.

**Simon Green, Hull**

*We have something planned along those lines in due course...*

## 'ON THE DUST' 2

I want to thank you for including municipal vehicles in your series of bookazines. Malcolm Bates has done an excellent job, as I'd expect – or possibly demand! I can sense that he would have included more SD material if space and balance hadn't limited his options. The format of the bookazine is ideally suited to the subject and I appreciate the fold-out pages. I've put a notice on the SD Facebook page and on the 'Bin lorries and waste management vehicles photos' Facebook page. A few people say they bought copies as a result. At the end of the month a review will appear in the SD Enthusiasts' Club Spring Newsletter.

I really appreciate the way Malcolm has presented the story of how RCVs have developed in response to the changing nature of refuse and technological developments. It is so good that there is such an extensive archive available to Malcolm. I do hope that 'On the Dust' will be a commercial success. It deserves to be.

**Brian Carpenter, The SD Enthusiasts' Club.**

## DATE CLASH?

In the March 'Scene & Heard' is a comment by Mark Fisher of EFE. I would like to point out, that the Company has picked out an unfortunate date for the sale, as the date clashes, March 19th/20th is the date of the annual London Festival of Model Railways, at the Alexandra Palace!

I, for one, would have liked to have attended the EFE sale, besides probable purchases, I would have appreciated the opportunity to have having a chat and putting some ideas to them.

**R J Metcalfe-Thomas, Bognor Regis**

*I suspect the date was chosen to coincide with the model railway show, so that people could visit both in the same weekend, if they were travelling from a distance...*

## 'ON THE DUST' 3

Seddon and Seddon Atkinson 'Binner's – Seddon made its first municipal lorries back in the late 1950s, with the Mk 7, with Perkins P4 engine, then later the Mk 15 with the Perkins P6.

It was not until the Seddon Atkinson 200 Series, then the 201 and 211 were produced with a narrow track chassis for municipal use in narrow streets, as other vehicle manufacturers ceased trading, that Seddon Atkinson started to make strides into this market, with the 'Pacer', with four six and eight-wheeled variants, the 'Leader' with its low-entry cab, in four and six-wheeled configurations, and the 'Euromover', which was a four or six-wheeled low-entry chassis. This was an Iveco-Seddon Atkinson design, built by Seddon.

The pictures show a Mk 7, note the small wheels; a Mk 15 of the Borough of Camberwell; a 200 Series with a Perkins engine; 211 Series on a trip around the Isles; a 'Walking floor' trailer discharging a load, behind a Seddon Atkinson 6 x 4; a 211 Municipal Seddon Atkinson brochure; spec sheet of a 'Leader' and a 'pacer' and a brochure picture of a 'Euromover'. **Colin Chesterman, Leicester**



## A yellow truck with a green tarp covering its cargo, parked on a street. The truck has a white license plate with the number '3' and the text 'MOTOR COMPANY' above it. The background shows a building and some trees.

# Leader

**Per Loader di classe con  
capacità 10 t**

- 1) Motor 240 CV che  
permette di caricare  
e scaricare i carichi  
più pesanti.
- 2) Puntello del braccio  
a 90° che consente  
di caricare i carichi  
più pesanti e di  
scaricarli in modo  
preciso.
- 3) La Loader ha  
una capacità di  
10 t.

## Per Loader di classe con capacità 10 t

La Loader ha una capacità di 10 t e una velocità di 40 km/h. È adatta per il trasporto di carichi pesanti e per il lavoro in cantiere. La Loader ha una capacità di 10 t e una velocità di 40 km/h. È adatta per il trasporto di carichi pesanti e per il lavoro in cantiere.

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**VIEW-LINE 6 x 4**

DIMENSIONS		
A	Shoulders	40.00
B	Overall length	63.00
C	Front overhang	10.00
D	Rear overhang	10.00
E	Wheelbase (front wheel to rear wheel)	33.00
F	Wheelbase (front wheel to center of rear axle)	43.00
G	Overall height - fender	13.00
H	Overall height - hood (front of Motor)	33.00
I	Overall width - widest	50.00
J	Front wheel at ground	20.00
K	Front wheel	50.00
L	Front wheel axle position	34.00
M	Front wheel axle position	34.00
N	Wheel axle position	13.00

WEIGHTS (kg)			
Weight	Male	Female	Total
1000	1000	1000	2000
2000	2000	2000	4000
3000	3000	3000	6000
4000	4000	4000	8000
5000	5000	5000	10000
6000	6000	6000	12000
7000	7000	7000	14000
8000	8000	8000	16000
9000	9000	9000	18000
10000	10000	10000	20000
11000	11000	11000	22000
12000	12000	12000	24000
13000	13000	13000	26000
14000	14000	14000	28000
15000	15000	15000	30000
16000	16000	16000	32000
17000	17000	17000	34000
18000	18000	18000	36000
19000	19000	19000	38000
20000	20000	20000	40000
21000	21000	21000	42000
22000	22000	22000	44000
23000	23000	23000	46000
24000	24000	24000	48000
25000	25000	25000	50000
26000	26000	26000	52000
27000	27000	27000	54000
28000	28000	28000	56000
29000	29000	29000	58000
30000	30000	30000	60000
31000	31000	31000	62000
32000	32000	32000	64000
33000	33000	33000	66000
34000	34000	34000	68000
35000	35000	35000	70000
36000	36000	36000	72000
37000	37000	37000	74000
38000	38000	38000	76000
39000	39000	39000	78000
40000	40000	40000	80000
41000	41000	41000	82000
42000	42000	42000	84000
43000	43000	43000	86000
44000	44000	44000	88000
45000	45000	45000	90000
46000	46000	46000	92000
47000	47000	47000	94000
48000	48000	48000	96000
49000	49000	49000	98000
50000	50000	50000	100000
51000	51000	51000	102000
52000	52000	52000	104000
53000	53000	53000	106000
54000	54000	54000	108000
55000	55000	55000	110000
56000	56000	56000	112000
57000	57000	57000	114000
58000	58000	58000	116000
59000	59000	59000	118000
60000	60000	60000	120000
61000	61000	61000	122000
62000	62000	62000	124000
63000	63000	63000	126000
64000	64000	64000	128000
65000	65000	65000	130000
66000	66000	66000	132000
67000	67000	67000	134000
68000	68000	68000	136000
69000	69000	69000	138000
70000	70000	70000	140000
71000	71000	71000	142000
72000	72000	72000	144000
73000	73000	73000	146000
74000	74000	74000	148000
75000	75000	75000	150000
76000	76000	76000	152000
77000	77000	77000	154000
78000	78000	78000	156000
79000	79000	79000	158000

PERFORMANCE				
MODEL	Location	Adult Passes	Event Spikes	Sustainability (rating)
PCOM-1200	ME1000	4.50	1140%	5/5 (11/4/21)

Just down, call 911 or use Red  
Buttons, 177446 or 101111



Seaton Ashmore Veldtshoe Ltd  
P O Box 7  
Oldham  
Lancs OL1 6HF  
Tel: 0161 624 0566  
Fax: 0161 676 9553

## GUY ARAB CORRECTION

I must apologise to Robin Hannay for any confusion caused by an editing mistake in his letter about 'Buses with Radiators'.

His reference to driving a Guy Arab MK IV on its return from Earls Court in 1956 and his further comments in the penultimate paragraph of the letter all related to Exeter Corporation vehicles and the photograph of one of its buses in the article, as Derby did not have any post-war Guy Arabs in its fleet.



## IT'S A SMALL WORLD

I read the recent Vintage Roadscene with great interest, especially when I learned that you were from Lowestoft, as I was the Transport Manager at Christian Salvesen in Oulton Broad, Lowestoft, during the late 1970s.

I remember the different cab roofs on Barnard lorries, but the strangest thing that I remember was Gordon Bowell, of Bowell & Harper, buying new Volvo F86s and then leaving them standing un-taxed in the yard. It never made any sense then and little more today.

I had drivers from Lowestoft, Yarmouth and Norwich and they were very different types of people. Three lads from Norwich

were the most difficult to manage, however, two of them would become friends for life until they passed away.

I operated a fleet of Mercedes artics delivering frozen vegetables throughout Britain on a contract, which made very little money, with the cold store and processing taking most of the margin.

Fridge vans at the time were 18 pallet capacity. However, when Gray & Adams introduced a wider van, I found that I could turn the pallets and load 21 in the same length. I then saw that if I could fit on three extra pallets at good rated traffic then I would transform the profitability.

I went down to Lowestoft Fish Market and offered to deliver pallets of frozen fish,

loaded on a Saturday, for anywhere in England or Wales on the Monday morning and I slowly built up extra customers with the resultant uplift in profitability. Reading your Comment page brought it all back.

**David Hall, Vintage Lorry Funerals**

*It is indeed a small world, David, especially when transport is involved. We all seem to know the same people and the same places crop up again and again. I remember some of my school friends working at Salvesen, but a few years before you were there. We even had a silly song about it, based on Glen Campbell's 'Galveston'. Substitute 'Salvesen' and 'I can still hear your peas a-poppin'...' and so on...*

## COCA-COLA ROUTE TRUCK PICTURES

All these photographs were taken at the Coca-Cola depot, in Hyde End Road, Shinfield, Reading. This was located to the south of Reading, but has now been cleared for a housing development.

At the time I was living in Purley on Thames, a small village to the West of Reading. As you can see I am now retired and living in Mid-West Wales. The pictures show:-

Fleet No 430, registered FYH 820C, (left) waiting behind the depot to be loaded in 1975. I was later given this 'Route Truck' as my regular vehicle, and drove this one again in 1978, when I first moved to the

Park Royal Depot in Concord Road NW10. I saw it some time later when 'travellers' had it. The Bedford TK it had lost the 'ali' body and had been fitted with a very rough drop-side body.

Fleet No 459, LLK 379D (centre), again waiting behind the depot to be loaded in 1975. This was my first regular HGV Route Truck after passing my HGV Test. The canvas straps were to retain the load along with the patented angled floor body.

Fleet No 830, VGH 354M (right), waiting in line to be unloaded in 1976. I was given this when it came in new as my full-time truck. The bodies were built almost directly on to the chassis, to give the low working height. As with all the Coca-Cola vehicles, it

has the sloping floor and there is the 'Can Compartment' across the front of the body.

When I was at the Shinfield Depot there was a local saying that these vehicles were known as 'Carnival Trucks', because they were designed by a 'Comedian'. It can be noted how low the fuel tanks were, as I had to do a reverse turn, up a slight ramp, into a parking area and, on turning out the fuel tank snagged the kerb, crushing the tank, leaving it hanging by very little.

If anybody out there is reading this and remembers Shinfield Depot in the 1970s, pleas would can they get in touch by e-mail.

**Graham Potter, Lampeter, Ceredigion.**  
**grauumm@rocketmail.com**



## MEMORIES FROM THE NORTH

It was good to be reminded of the Hull and Glasgow Road Carriers, on the centre pages of issue 192. Fifty years ago, the company's nightly trunks, which I regularly saw at that time, crossed the Pennines by way of the A66, the road which in those days linked Scotch Corner and Penrith, a route used by some Glasgow to South-east England coach services. Nowadays, this road has been extended west to Workington.

The A66 crosses the backbone of England at Stainmore summit, at an altitude shown by the Ordnance Survey to be just under 450 metres, some 20 metres higher than that attained by the A6 at Shap summit, which is about 425 metres (1,400 feet, in old money). This may explain why Stainmore was sometimes blocked in winter when Shap wasn't. Also, Shap has only one very severe approach (from the south, the approach from the north is much less severe). Stainmore had a very severe approach from Brough (a road which is now much improved) and had a long single-carriageway and very exposed moorland crossing from Bowes. This crossing of Bowes Moor has now been almost completely dualled, but nothing can be done about the severe exposure to wind and weather, so the road is still occasionally blocked, whereas the A6 over Shap is totally by-passed by the M6, with its summit at just over 1,000 ft.

No matter what man may attempt to achieve, nature always has the final say, when she decides the time is right. Take the other 1,000 ft summit which the Hull and Glasgow outfit would have to cross – Beattock. Again, a not-too-severe approach from the north, but far from good when approaching from the south, even after dualling, especially north of the railway viaduct, where snow could drop into the cutting. The latest road 'over the top', in the form of the A74(M) is a great improvement, but it is still vulnerable to the moods of the weather and is occasionally closed by snow, again north of the railway viaduct. There is no denying that nature rules the roost.

I was interested to read in VR193 the exact colour of the livery carried by Hull and Glasgow, because I never saw the vehicles in daylight, and you may be interested to know that my copy of VR192 has also shed its centre pages. (Sorry, this seems to be an occasional problem with Vintage Roadscene – we will investigate... Ed.)

Thanks for the agricultural memories generated in VR194. I grew up on a farm in South Westmorland, and worked with horses, as shown on pages 17 and 18. The milk was taken away – every day – by the method shown at the top of page 37,

unlike today, when the tanker calls only about three times a week or even less. In Westmorland, milk churns were known as 'kits', a churn being a device in which butter was made, and the roadside platform was known as a 'stand', some concrete and stone examples of which still exist, albeit only in ornamental use these days.

The shot of the open-top Lodekka at the foot of page 45 reminds me of my coaching days, when I had to visit the impressive Devil's Dyke formation (in the hills inland of Brighton). I also visited the excellent open day in Glasgow, shown at the top of page 62, which was actually at Bridgeton, not as incorrectly quoted twice in the caption. The Lodekka immediately below shows the destination correctly, and the mystery picture on page 70 is an excellent shot of what appears at one time to have been a double-decker new to Leicester Corporation, an organisation well-known for having its front registration plates in the position shown. (The Renown is still a well-known preserved ex-Leicester vehicle; it was the location which was the mystery - Ed.)

In the same issue, on page 5, there is a Maudslay coach in Manchester. Have you any information about the machine's early life in Blackpool, assuming this is where she spent her youthful days. Might this vehicle never have been with the Ribble group, through this company's acquisition of W C Standerwick of Blackpool, which still ran under its own name for a further 40 years?

Talking of Ribble, page 74 shows the first production Leyland Atlantean, which I assume, as it entered service in 1958, was one of the few to bear a chassis number 58xxxx, as in those days, the first two digits of Leyland chassis numbers denoted the year of manufacture. The Atlantean formed the basis of Ribble's 'Gay Hostess' coaches, the first of which (1251, MCK812) appeared in 1959, although sporting the chassis number 583940. All these coaches were eventually transferred to run with their Standerwick sisters, mainly on motorway work (having previously been used on Ribble's Manchester to Glasgow and Liverpool to Bristol routes, among others). Apparently, they were prone to inducing nausea to some upper deck passengers on A class roads, an effect which, I am told, has not been totally eliminated from the upper decks of today's inter-urban double-deckers.

I used to work with a bloke who had driven for Wallasey Corporation in the 1960s, before he saw sense and migrated north to Westmorland. He would almost certainly have driven Atlantean No 1, but the significance of the vehicle's place in history might have been totally lost on him.

Page 65 shows Windermere Fire Brigade Leyland No 2, and this machine would doubtless have helped cover the Sunderland Flying Boat factory which existed later in World War II on the shore of the Mere, now the site of a holiday park, under the umbrella of the National Fire Service. If she was still in service at the abolition of the NFS, she would have doubtless been transferred to the Westmorland Fire Service.

The shot at the foot of page 50 in VR 195 evokes memories galore as, some 25 years ago, after Stagecoach acquired Southdown, four of this batch of vehicles, UWV 610, 612, 618 and 620S, came north to Stagecoach Cumberland and worked mainly in former Ribble territory in the Lake District as open-toppers (the roofs stayed 'down south'). They were among the most uncomfortable buses I ever drove and you really felt that your bones had been well and truly shaken after a full day's work on them. From the cab, sudden road undulations made the windscreen assembly appear to move in one direction, while the bodywork seemed to move the opposite way.

On wet days, water trickled into the lower saloon via the light fittings and, if precipitation was sufficient, you carried your own personal waterfall, courtesy of the stairs. You didn't need a shower before work, as you got one in the cab, from the destination box. While we had them, we changed ticketing systems from mechanical Almex to electronic Wayfarer and, after water ingress had ruined some of the latter, thick glossy brochures had to be attached to serve as water-proofing. Yes, they really were as bad as that.

They did, however, have powered steering and the excellent Bristol semi-automatic gear-change, which was a great improvement on the system fitted to the PDR Atlantean, which we ran alongside the VRs. The Atlantean also came to us from Southdown as well, but I believe had started life with Portsmouth Corporation as its 251, ERV 251D. Our VRs ran in a livery not unlike the original Southdown, and looked much better than the one shown on page 70 of VR 196.

**Alan Wilson, Kendal.**

## CO-OP PSV OPERATIONS

Graham McQueen (Page 67, January Vintage Roadscene) will find a useful entry on co-operative societies' psv operations in the 'Companion to road Passenger Transport History', published in 2013.

**Richard Storey, Kenilworth**

## SEDDON COMMENTS

Having obtained a copy of your Road Haulage Archive series book on Seddon, I felt I had to write with some comments on the pictures and information which I felt needed correcting. I worked for a Seddon main dealer in North London for 20 years, 1960-80, Hall's of Finchley, which is mentioned a number of times.

This means I recall a lot of the Seddons in the pictures. Starting on page 7, the photo was taken in Finchley Park. Across the road was the Carrimore factory, opposite Hall's showrooms in North Finchley, which was a very large car showroom. In the middle of the block was the Odeon Cinema, with showrooms on both sides. This was in High Road, Finchley; our workshops and parts department were in Arcadia Avenue, Finchley Central, N3. I worked there, starting as an apprentice, through to fitter, 11 years recovery driver up to foreman in later years.

Over those 20 years, I recall so many Seddon models, 25 cwt, Mk 7, Mk 5L, Mk 15, Mk 14, MK II, all models from the first to the latest; this model was revamped many times and got better and was a good seller. The last ones were the best in my book.

But what made Seddon's name bigger was the 13-4 model, which was a good seller, also going through many changes, and also the 16-4 V8 510, which also went through the same changes. Then the coaches in the 1970s, Pennine 4, 6 and 7, powered by Perkins 6.354, 6.354 Turbo and V8 510 engines, although the Pennine 7 had a Gardner, but I never saw any of this model.

But plenty of the others and also the Pennine 4 large van, which a lot of companies ran. This was the coach chassis with a large van body, some of which were built by Pennine Coachworks of Oldham or Bonallack.

On page 9, I think the BRS vehicle would have had a Perkins 6-354, not a Leyland engine. BRS ran many Seddons, all models over the years. The picture on page 15 is at the same location as that on page 7.

The bottom picture on page 16 is outside Hall's North Finchley showroom, as can be seen from the Odeon cinema in the middle. The showrooms were for cars, while the Seddon sales office was small and on the other side of the pictures.

On page 49, the Camden exhibition and display unit was a Seddon Mk 15/10, with a Leyland 375 engine. It was still owned by Longden Transport in Essex in 2002 and is in Richard Gray's Seddon Register. It was for sale in the Classic Club newsletter. The club is run by Richard Gray.

I recall the Mk 15/10 six-wheeler on page 53 appearing at the Earls Court show, when I started work at Hall's. I was involved in all the shows from then on, as were a few others from our workshops. The show vehicles were delivered to us from the factory, all in owners' colours, up to the last show at Earls Court, by when Seddon

had been taken over by Atkinson.

That was the last show in London, and on the stand were Seddons and Atkinsons, all in SA Group colours, lime green, with a blue stripe around the middle of the cabs, plus blue chassis and roofs. I must say they looked great, but not as good as the customers' colours at past shows. At the later shows, there was also a Pennine Coachworks stand, on which were other makes as well as Seddons, with coach and truck bodies. As I have said, the last Earls Court show was rather sad. When I think of all the shows I went to, setting up vehicles on the stand, jacking up each wheel, so the tyre name was at the top, allowing a team to visit and stick on tyre manufacturers' gold transfers. There were so many details at show-times. But also in our free time or breaks, we got a free look at all those great British trucks of the time.

On page 54, the DD8 had a Cummins engine, which was rare in those days. On page 57, the four Seddons were three Mk 15 tractor units, with Perkins 6.354 engines, while the large van was a 15/10 with Leyland 375, as on page 49.

Also on page 57, the Graham Adams SD4 with Cummins engine, when brand new came to our workshops for its PDI check, which I did. I recall this vehicle very well. It was fitted with a lot of extras. We were told this Seddon hauled

Bluebird to America and back, and the only thing it suffered was a broken nearside windscreen. Seddon had a new screen flown out to it, but this was for the driver's side, so it was fitted upside-down. When it came back, we had it in for the correct screen to be fitted.

The Metal Box Mk 14 on page 65 had a story to it, as it was written off in a bad accident at Hanger Lane, in the roadworks when the first underpass was being built. Our recovery towed it in and it was rebuilt with a new cab and the paint job was done in our paintshop and it looked great. There were no injuries in the accident, but I still have pictures from the scene. Metal Box ran many Seddons.

On page 72, the 20-6-400 was fitted with a Leyland 400 Power Plus engine, not a Gardner. I recall this tipper, which was bright yellow and Hall's of Finchley had it around three months on demo. Its photo was taken at Hall's.

On page 75, the two Johnson Seddons were outside our works. I recall both very well and the drivers. The Mk II Seddon was brand new and just out of our paintshop. On page 76, the Seddon 16-4 was fitted with a Perkins V8 510 and was photographed on a show stand, I think at the Kelvin Hall Scottish show.

The early badging on the grille seen on page 84 was dropped, as they were plastic and fell off.

Although externally virtually indistinguishable from the Seddon 32-Four which it replaces, the 32-Four, updated to 34 tons gross, embodies many improvements to its basic specifications, including larger bushes, power steering, more flexible suspension and a greater axle.

### Revised maximum weight tractive unit

What amounts to a completely revised tractive unit for maximum weight, articulated work is introduced today by Seddon Motors Ltd. The new model, called the 32-Four is priced for 34 tons gross and although its outward appearance is similar to the 32-Four it replaces, it is made to a much improved specification.

Chassis frame, cab structure and engine — the Rolls-Royce 604 220 — remain the same but new power assisted steering is standard and broken set run expanded by spring-brake chambers. Brakes being cast-iron on the front and new 360, wide on the back axle, axle line in width of one inch. The extra width has been provided to equalise the front and rear wear rate rather than improve effort. The air system has a dual line footbrake split between the front and rear and there are safety chokes on both sides for emergency and parking. In addition, at each corner there are two Schaefer valves so that the system can be bled with a type pressure gauge.

The transmission now includes a 10-speed gearbox and Fuller range change 10-speed gearbox and the road springs are more flexible and progressive. The front axle is rated at 6 tons.

The cab inside the cab, which now has a Business spring seat as standard, has been replaced, says Seddon, by 11 double-thickness, which is half the material used at 32-Four, which is itself more the 1974 standard.

This considerable reduction in interior noise has been achieved by the fitting of a steel hornet and lining it with foam on the inside and facing it with air on the outside and at the same time eliminating all gaps and holes, including around the piston. The front window, which covers the whole door and the washable roof lining and the air vents are backed by foam.

The layout of the instrument has been changed and the meter remains are arranged to the left of the steering wheel on the instrument panel. All instruments can be seen through the twin-spoke steering wheel. A hazard warning light switch is now included and the battery and stop lamps are automatically dimmed when the side and tail lamps are switched on.

Entry to the cab has been made safer and easier by installing a low step on either side of the doorway and it has also been made safer for the driver in climbing at the chassis behind the cab as it is made on unobstructed tracks.

Price for the new model, with the Rolls-Royce engine, is £5750, compared with £1180 for the 32-Four it replaces with its much larger specification. A version powered by the Gardner 6LXB (100hp) £5795. This vehicle has the six-speed David Brown gearbox and will October, when the 4 hp per ton power to weight ratio (100hp/ton) is 100, is rated at 12 tons gross. After October this version will be rated at 20 tons gross.

A further version will be available shortly powered by the Gardner 6LXB engine derated to 215 hp instead of the normal 300 hp. The vehicle will cost £7085.

**Bedford's DON'em!**

**Don**

**BRAKE AND CLUTCH LININGS**

FROM COMMERCIAL MOTOR APRIL 1972

I recall all the Seddons at Earls Court that year and it was true that there was a Seddon long wheelbase chassis only on the stand. It looked great and was carried from the factory to Hall's and on to Earls Court. I had the job of unloading it and towing it into the hall and positioning it on the stand with our recovery. Early models had long mirror arms.

The 13-4-354 on page 86 suffered from diff and half-shaft breaking. The Duffield Seddon had a Perkins 6-354, but the V8 510 was also fitted to early six-wheeler models.

On page 87, the 32-4-RR220 was our demo truck, in yellow with a black chassis. It also ran with a York 40 ft trailer, loaded with concrete blocks. We had this Seddon for around a year. I drove it many times to customers, before it was sold to one of them, but I don't recall who it was. Sadly, there was no mention of the 34-4-RR220, or the Cummins or Gardner 180 or eight cylinder 240 models.

On the back page, the 5L model was pictured at our works, but long before I was born; I just recognise the background, which is Arcadia Avenue, Finchley Central, N3.

One last story about the AA Mk 7 tractor unit and Carrimore trailer on the inside back cover. There were two of these vehicles, RGP 678 and TGW 413. Both were sold for scrap in 1968 – what a shame one of them was not restored.

I think it is worth mentioning that the AA MK 7 tractor units both came into Hall's in the early 1960s, with their trailers. They went through big conversion jobs, as they were fitted with Perkins P4 engines and grossly underpowered, because of the size of the trailers. This meant the engines, gearboxes and rear axles were replaced, making them into 5L models, with Perkins P6 and heavier gearboxes and axles. This also meant new bonnet covers and electrics. There was a lot of work on these tractor units. They were also fitted with fairings over the chassis and rear wheels and a chromium-plated vertical exhaust at the rear of the cab.

At the same time, both trailers were rebuilt in our paintshops. This was a huge job all round. When finished, they were repainted and looked great. Many 'high-ups' in the AA were there when they were handed over; a big day for Hall's of Finchley.

I hope this letter will be of interest. As I said, I have so many memories of so many Seddon and Seddon Atkinson models. When the 400 Series came out, there was a big change from the older trucks. But in my book, my favourite and best was the MK II model and the 34-4-220 with whatever engine. I think that model was as good as it got in those days, but that's just me. Hope I have not bored everyone to death!

I have also included the report on the new 34-4 model from Commercial Motor, April 1974; not the SA Group colours.

**John Biterlick,  
Attleborough; a big Seddon fan.**

## IT WAS GRIMSBY

On page 29, in picture 3, the AEC Regal on route 14 is not in Doncaster, it is in Grimsby Old Market Place with the market stalls and the Corn Exchange behind it. Easons the travel agents is to the right of it.

**John Askwith, via e-mail.**

## GRIMSBY AND HUMBER WAREHOUSING

Regarding page 29, picture number 3 showing AEC Regal single-decker, this bus was owned by Grimsby Corporation Transport, based at Victoria Street, Grimsby. The bus in question had come from Bethlehem Street into the Old Market Place, Grimsby, and has never had been to Doncaster.

The old Grimsby market sheds and Corn Exchange can be seen on the left to the rear. During the 1950s, John Rostron was the transport manager and designed a similar vehicle, to be a one man operation bus, with a front door. These buses were used on the number five route. John Rostron then had some made with centre doors and front doors for one man operations. I believe that the buses had been brown and cream, then red and cream. Grimsby then amalgamated with Cleethorpes Transport, which had mainly Daimlers, in blue and silver with leather seats. The Cleethorpes depot in Pelham Road was closed down and Grimsby depot used. The new colours were blue and cream.

The write-up on Humber Warehousing says the Guys came from Mann Egerton. This was wrong, as they came from Killingholme Vehicle Services, Humber Road, South Killingholme, with the deal being done by the managing director Barry Bright and Geoff. KVS, as it was known, operated from the same premises as H & L Garages, the Mercedes Benz dealer. In the photograph next but one is Tom Parrat, who loaded the fridge box for Humber, which got stuck under the arch in Lincoln. Both Geoff and Tom were well known to me.

**Paul Brewster, via e-mail**

*I wish I could say the reference to the Grimsby bus being seen during the war in Darlington was thanks to an original caption from the 'Ministry of Disinformation', but it was the result of confusion between this picture and another which ended up not being used. Regarding the Humber Warehousing vehicles, yes, the Guys came from 'KVS'; it was the AECs which came from Mann Egerton, according to Geoff Hallam.*



## OVERLANDERS

By an extraordinary coincidence, I received an e-mail from Australia last night, from some of the 'Overlanders' with whom I travelled on the journey, as related in my articles. They're having a 50 year reunion in Sydney. I hadn't heard from them in all that time and unfortunately I shan't be able to make it. However, I will tell them to get the February and March 'Vintage Roadscenes', if its available 'down under'.

**Michael H C Baker, Wareham**

## FURTHER THOUGHTS

The photo of the William Hampton Foden Haulmaster on page 22 in Issue 194 of Vintage Roadscene was a surprise for me. In the 1960s, William Hampton supplied coal to the CEGB power stations, using Foden S20 eight wheel tippers. These were followed by Scammell Routeman and Guy Big J8 tippers. The company also ran some Scania LB110 artics, pulling tri-axle bulk tipping trailers, but the Scania's weren't kept at the Mitcham depot. William Hampton's Mitcham depot was later sold to quarry owners A & J Bull of Chelsea, which have since been sold to the French landfill company, SITA.

The letter from Tom Brown of Mitcham Junction on page 71 was very interesting. I didn't know where Cullens depot was located, and I didn't know anything about this company's Guinness-bottling plant. I worked in Islington for a while and Cullens had a big shop on the corner of Liverpool Road. You couldn't miss it.

The letter from C A Morgan on page 69 of Issue 193, about the lorry park in Wood Lane, Shepherds Bush, reminded me of the London Wholesale Dairy in Wood Lane, opposite the BBC Television Centre. The LWD was an autonomous division of United Dairies, and its vehicles were unusual. There was a fleet of Bedford A Type 5 ton lorries, with open bodywork – a roof, four corners and restraining chains. The Bedfords had modified factory cabs, which had taller windscreens than the standard version. The LWD livery was dark red, as opposed to the orange livery usually seen on United Dairies lorries.

I forgot to mention the Brazils Sausages Fordson Thames ET6 2 ton integral van on page 37 of Issue 191. I was acquainted with three of these vans when I was younger and, unlike the Austin K8 and the Morris LD, which had coachbuilt bodies to the rear of the cab, the Ford Thames ET6 integral van had an all-steel metal-framed body, with steel panels and steel wheelboxes. Only the floor and the rear shutter were made of timber. However, it seems that none of them have survived, I haven't seen one for years.

With reference to, the Bedford-Scammell artic on page 36 in Issue 195



of Vintage Roadscene, I have seen a few photos of these Bedfords with the W Type cab and O Type bonnet and wings, but I also have a photo of a Bedford with an O Type cab and W Type bonnet and wings, which is the only one I have seen. I could get it copied and send it to you, but we might get into trouble with copyright laws. On the subject of cabs, the 1981 Scammell Contractor on page 22 is fitted with a Motor Panels LAD cab behind the bonnet and has a crew-cab extension.

The wheeled escape ladders in Issue 195 of Vintage Roadscene were also very interesting. In Victorian times, there was a company named Bayleys, of 42 Newington Causeway, near the Elephant and Castle. They were wheelwrights; makers of wagons and wheeled escape ladders. When motor vehicles were invented, the company became coachbuilders on both passenger and goods chassis. Bayleys carried on well into the 1950s, and is probably best remembered for the skirted platform bodies built on Bowaters AEC Mammoth Major eight-wheelers.

I have sent you a photograph of the office building at the old Merryweather factory in Greenwich High Road, which I took about ten years ago. Since then, the Merryweather factory has been demolished and three high-class blocks of flats have been built on the site.

**H Daulby, Croydon**

## LIME SPREADERS

Just a line to let you know I was interested in your Agricultural Transport issue. I was into it as a young lad. I've been on HGVs for all my life. We were based in Latchford, near Warrington. The company was Brown and Lightfoot then, but had a lot to do with Harry Evans Lime of Derby.

Joe Brown, Dougie Brown and Bill Lightfoot were the bosses over the drivers. We were on contract for Adam Lythgoe, from Croft, near Leigh in Lancashire.

I have sent a picture of some of our vehicles, taken in Wales. When I was 16 years old, my first job after school was with Brown and Lightfoot. I was second mate on the CMP Chevy between the Fordson 7V and the ex-army Austin six-wheeler with Perkins P6. We worked out of Northwich, Cheshire and went everywhere.

I am now 81 and scratch-build models. It has taken me 15 years to make 13 models. They are radio controlled and good fun. The artics are good, but only if you go slowly!

The Bedford is an unusual model made by a company called Kemlow, similar to the Dinky Toys army lorry. On the back of the Scammell Pioneer, it shows the bigger size of my scratch-built models.

**R Hodson, Widnes**



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# Tunnel Vision

**T**he original caption for this picture, from the Stevens-Stratten Vintage Roadscene Picture Library, read:- 'First Through the Tunnel. Three Vacuum Oil Company lorries, the leading one driven by Mr A Tutton Salvidge, son of the late Sir Archibald Salvidge, were among the first commercial vehicles to pass through the Mersey Tunnel after it was opened officially to traffic last week. The tunnel is in effect a memorial to Sir Archibald Salvidge, to whose efforts it was due.

'The Mobiloil lorries bore the legend: "We desire our driver to give motorists the courtesy of the road. Please sound your horn." But nobody passed.'

The oil company's lorries were two Commer Centaur four-wheeled vans, AYM 66 and 65, and a Scammell Mechanical Horse, AXX 940, with a sided trailer fitted with hoops for a canvas tilt. The car behind them

looks like a Morris, while there are several other typical 1930s-style cars going the other way. One is parked with the occupants out on the pavement 'sight-seeing' – imagine doing something like that today.

Over to the right, we can see the tops of trams and buses on the road, which passes the tunnel, heading for William Brown Street, where there was a bus terminus, as seen in 'Scenes Past' in Vintage Roadscene, issue 139, June 2011, which showed the tunnel entrance in the early 1960s.

The Queensway Tunnel, to give this first road tunnel under the River Mersey its proper name, these days often known as the Birkenhead Tunnel, connects Liverpool and Birkenhead. It was opened in July 1934, after nine years of construction, having been promoted by Sir Archibald Salvidge, a prominent local Conservative politician. At just over 2 miles long, it was the longest road tunnel in the world until 1948 and the

longest underwater tunnel until 1955.

There are actually three tunnels connecting Liverpool with the Wirral peninsula on the other side of the River Mersey. There is also the older railway tunnel, which is still in use, plus the more recent Kingsway Tunnel, for Wallasey and M53 traffic, opened in 1971.

The picture shows the Liverpool entrance. There are different height restrictions on lanes in either direction, with all buses restricted to the offside lanes. Goods vehicles are now restricted to 3.5 tonnes gross. At one time there were branch tunnels to the docks on either sides on the river, with junctions controlled by lights. Only the Liverpool branch remains in use, as an exit only. The tunnel might appear semi-circular, but it is actually circular, like the Dartford Tunnel, with emergency refuges added under the road deck in 2004. The tunnel's latest claim to fame is appearing in a Harry Potter film.

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**38124 Bristol VRT**

**UNITED COUNTIES**

In Tilling green livery United Counties operated services far and wide across the Home Counties from their base in Bedford. Our model is registered UBD 756H, fleet number 756 and is shown working on route 128 to Cambridge.

**NOVEMBER RELEASE**



**31515 RM Routemaster**

**LONDON TRANSPORT**

An amusing combination on this London Transport Routemaster is the reoccurrence of the number 177. Registered VLT 177, fleet number RM 177 is working on route 177 to Abbey Wood. This bus was based at New Cross garage and is one of the few to carry the London Transport logo without the line under the words.

**NOVEMBER RELEASE**



**22914 Bedford TK Boxvan**

**RAIL EXPRESS PARCELS**

This short twin axle Bedford TK in Rail Express Parcels livery is sure to please model and rail enthusiasts alike. Registered RAE 716M, fleet number 4TK 6714 MW would have been a familiar sight at Rail Depots.

**NOVEMBER RELEASE**



**25212 Bristol RELB**

**SOUTHDOWN N.B.C.**

Continuing our Southdown centenary model theme this time in N.B.C. colours. Bristol RELB UCD 603J, fleet number 603 is seen operating route 48 to Old Steine near the Royal Pavilion, Brighton.

**NOVEMBER RELEASE**

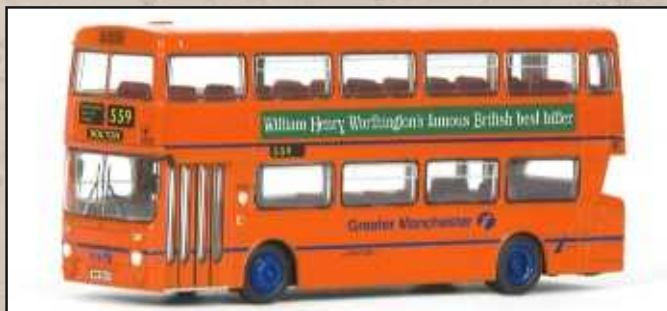


**24823 Plaxton Minibus**

**NORFOLK GREEN**

Norfolk Green has proved a very popular fleet on our models with the SLF Dart selling out almost as soon as it was released. The second release of our Plaxton Minibus in their colours features re registered N967 ENA, fleet number 402 working route 47 to Magdalen near Downham Market, Norfolk.

**OCTOBER RELEASE**



**28608 GM Standard Atlantean**

**FIRST GREATER MANCHESTER**

In Manchester the "Tomato Soup" livery was either loved or loathed in equal measure. Over the years First made subtle changes to their livery and our model features 4522 registered SND 522X on route 559 to Bolton and features the bold Greater Manchester markings.

**OCTOBER RELEASE**



**29807 Wright Dennis Lance**

**SOUTHEND TRANSPORT**

Southend's Wright bodied Lance's served the Corporation for many years, eventually becoming part of the First fleet serving Essex, one has now gone into preservation. Fleet number LSL 004 registered M764 JPA is working route 6 to Eastwood, Kent Elms.

**OCTOBER RELEASE**



**33802 Bristol RELH Coach**

**LINCOLNSHIRE ROAD CAR**

Lincolnshire is an interesting fleet working one of the larger counties so it's vehicles were well travelled. Their Bristol RELH fleet numbered 2822 and registered WVL 515 is working an Excursion as many of these coaches did.

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